
From: [REDACTED] >

Sent: Monday, March 08, 2021 10:52 AM

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Cc: kara@kara-inc.ca

Subject: [External] Highway 413/GTA West Corridor Opposition

Dear Mayor and Members of Council,

Re: Opposition to Highway 413/GTA West Corridor

I want to applaud Committee of the Whole's recent decision to reverse Vaughan's Council's earlier endorsement of the GTA West Corridor/Highway 413 expansion, and I want to lend voice to encourage all members of Council to join their counterparts to ratify this decision at the upcoming Vaughan Council Meeting this week.

As a 25 year resident of Kleinburg, now residing in Woodbridge and active member of KARA for over 15 years, I have been long opposed to the idea of further destruction of farmland and environmentally sensitive valley corridor in the protected greenbelt and watershed just north of Kleinburg.

Not only will this highway encourage further expansion of commercial and industrial lands - spoiling the precious Greenbelt that makes our Nobleton/Kleinburg/Nashville area so beautiful, but eventually, it will pave the way for widescale residential expansion into the greenbelt.

While this may be what York Regional Council intends for this area, you can see that **resident opposition across the full corridor** of this proposed unnecessary highway and future development expansion **is fierce**. Residents of Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have joined together with Vaughan residents to encourage their municipal Councils to strongly oppose this highway expansion.

In 2018, the Expert Panel's report that led to this highway's cancellation in 2018 stated in its

key summary recommendations that:

“ The Panel believes that the ***GTAW EA did not demonstrate that the preferred corridor meets the PPS (2005) and Greenbelt Plan (2005) tests for avoiding impacts on provincially protected lands, such as key natural heritage and hydrological features and prime agricultural areas.*** These tests demand that it be demonstrated that a new corridor crossing these protected lands is the only reasonable option to address future transportation needs. As set out earlier in this chapter, ***the GTAW EA did not demonstrate that the new corridor is the only reasonable option to address future needs.*** ”

The only thing that has changed since this report is the Provincial government, with their weakening of greenbelt protection and EA requirements.

Supporting this destruction of the greenbelt is a losing game in terms of watershed, agricultural and greenspace protection for our children and their children. Not to mention, this proposed huge investment of protected land, time, and money has been shown in the same expert report to yield minimal transportation improvements over time.

Let's be more creative in finding new solutions that are win-win-win for people, our environment, and transportation needs. For example, the provincial government could allocate a portion of this massive multi-billion dollar investment into ongoing tax breaks for residents and businesses of York Region who have been unfairly targeted and disproportionately financially disadvantaged by the creation of a for-pay 407 corridor through their communities – leaving them zero highway transportation corridor options except by opening their wallets. This idea would also have the benefit of increasing the daily traffic load of an underutilized, fully taxpayer-funded investment that was sold into private hands.

Thank you for listening to your constituents.

Anna Bortolus
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Woodbridge, ON

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