



**COUNCIL MEETING – MARCH 10, 2021
COMMUNICATIONS**

		<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
<u>Distributed March 5, 2021</u>				
C1	Stephen Clodman, Tangreen Court, Toronto	9	5	Committee of the Whole (Public Meeting)
C2	M. Heather Martin & William M. Cleary, Bradbeer Crescent, Thornhill, dated March 1, 2021	9	5	Committee of the Whole (Public Meeting)
C3	Nick Pinto, West Woodbridge Homeowners Association, dated March 1, 2021	9	1	Committee of the Whole (Public Meeting)
C4	Pat Canizares, Keele Street, Vaughan, dated March 2, 2021	9	3	Committee of the Whole (Public Meeting)
C5	Tony Malfara	8	12	Committee of the Whole
C6	Rose Savage, dated March 2, 2021	8	11	Committee of the Whole
C7	Hiten Patel, dated March 3, 2021	8	12	Committee of the Whole
C8	Hiten Patel, dated March 3, 2021	8	12	Committee of the Whole
C9	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C10	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C11	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C12	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C13	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C14	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C15	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C16	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole

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C17	Rene Vlahovic, Hwy 27, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole
C18	Roger Dickinson and Nina Szymanska, Donhill Crescent, Kleinburg, dated March 4, 2021	8	12	Committee of the Whole

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C19	Jean-François Obregón, Laurel Valley Court, Concord, dated March 8, 2021	8	12	Committee of the Whole
C20	Vicki Hotte, 7th Concession, King, dated March 6, 2021	8	12	Committee of the Whole
C21	Susan Beharriell, dated March 6, 2021	8	12	Committee of the Whole
C22	David Forgione, Sugarbush Court, Woodbridge, dated March 6, 2021	8	12	Committee of the Whole
C23	Angela Grella, dated March 6, 2021	8	12	Committee of the Whole
C24	Jennifer LeForestier, dated March 7, 2021	8	12	Committee of the Whole
C25	Sherry Draisey, dated March 7, 2021	8	12	Committee of the Whole
C26	Angela Grella, dated March 7, 2021	8	12	Committee of the Whole
C27	Theresa Sherwood, dated March 7, 2021	8	12	Committee of the Whole
C28	Donna & Joe Rotondo, Treelawn Boulevard, Kleinburg, dated March 7, 2021	8	12	Committee of the Whole
C29	Dan Ifrim, dated March 7, 2021	8	12	Committee of the Whole
C30	Marsha Lomis, dated March 7, 2021	8	12	Committee of the Whole
C31	Rick Sant, dated March 7, 2021	8	12	Committee of the Whole
C32	Margaret Cunningham, dated March 7, 2021	8	12	Committee of the Whole
C33	Hiten Patel, dated March 7, 2021	8	12	Committee of the Whole
C34	Nancy Hopkinson, dated March 7, 2021	8	12	Committee of the Whole
C35	Karen Alison, dated March 7, 2021	8	12	Committee of the Whole

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		<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
C36	Andre Willi, dated March 7, 2021	8	12	Committee of the Whole
C37	Susan Sigrist, Mark Hubbard, Daniel Hubbard, and Melissa Hubbard, dated March 7, 2021	8	12	Committee of the Whole
C38	Tony Malfara	8	12	Committee of the Whole
C39	Sherman Cunningham, dated March 7, 2021	8	12	Committee of the Whole
C40	Susan Walmer, Oak Ridges Moraine Land Trust, Bathurst Street, Newmarket, dated March 8, 2021	8	12	Committee of the Whole
C41	Mario Paura, Art Drive, Kleinburg, dated March 8, 2021	8	12	Committee of the Whole
C42	Stacey Mortimer, dated March 8, 2021	8	12	Committee of the Whole
C43	Robert A. Kenedy, President of the MacKenzie Ridge Ratepayers Association, dated March 8, 2021	8	12	Committee of the Whole
C44	Theresa Molle, dated March 8, 2021	8	12	Committee of the Whole
C45	Theresa Molle, dated February 27, 2021	8	12	Committee of the Whole
C46	Victor Lacaria, Polo Crescent, Vaughan, dated March 8, 2021	8	12	Committee of the Whole
C47	Judith Tenenbaum, Collard Drive, King City, dated March 8, 2021	8	12	Committee of the Whole
C48	Anna Bortolus, Hanson Court, Woodbridge, dated March 8, 2021	8	12	Committee of the Whole
C49	Evelyn Dengerink, dated March 8, 2021	8	12	Committee of the Whole
C50	Susan Beharriell on behalf of Dennis Starritt, dated March 8, 2021	8	12	Committee of the Whole
C51	David and Susan Corley, dated March 8, 2021	8	12	Committee of the Whole
C52	Chris Haohai Ma, dated March 8, 2021	8	12	Committee of the Whole
C53	Tony Kiru, Orico Court, Kleinburg, dated March 8, 2021	8	12	Committee of the Whole

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**COUNCIL MEETING – MARCH 10, 2021
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		<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
C54	Gina Ceci, Orico Court, Kleinburg, dated March 8, 2021	8	12	Committee of the Whole
C55	Geoff Kettel, Federation of Urban Neighbourhoods, dated March 9, 2021	8	12	Committee of the Whole
C56	Victoria Nguyen, dated March 8, 2021	8	12	Committee of the Whole
C57	Robert Craig and Katherine Molle, dated March 8, 2021	8	12	Committee of the Whole
C58	Michael A. DiMuccio, dated March 8, 2021	8	12	Committee of the Whole
C59	Alexandra Ney, King Vaughan Road, Vaughan, dated March 8, 2021	8	12	Committee of the Whole
C60	Elena Zeppieri, dated March 8, 2021	8	12	Committee of the Whole
C61	David Toyne, Upper Cold Creek Farm, Pine Valley Drive, Woodbridge, dated March 8, 2021	8	12	Committee of the Whole
C62	Bruno Malfara, Orico Court, Kleinburg, dated March 9, 2021	8	12	Committee of the Whole
C63	Sony Rai, Sustainable Vaughan, dated March 9, 2021	8	12	Committee of the Whole
C64	Jennifer Schramm, dated March 9, 2021	8	12	Committee of the Whole
C65	Marina Dykhtan, Princess Isabella Court Vaughan, dated March 9, 2021	8	12	Committee of the Whole
C66	Skip Taylor, dated March 9, 2021	8	12	Committee of the Whole
C67	Hatem Abou El Nile, Kilmuir Gate, Vaughan, dated March 9, 2021	8	12	Committee of the Whole
C68	Gillian Evans, Upper Cold Creek Farm, Pine Valley Drive, Woodbridge, dated March 9, 2021	8	12	Committee of the Whole
C69	Irene Ford, dated March 9, 2021	8	12	Committee of the Whole
C70	Chris Barnett, Osler, Hoskin & Harcourt LLP, First Canadian Place, Toronto, dated March 9, 2021	9	5	Committee of the Whole (Public Meeting)

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<u>Distributed March 10, 2021</u>				
C71	Jamie Maynard, William Street, Woodbridge, dated March 9, 2021	8	12	Committee of the Whole
C72	Leslie Atkinson, dated March 9, 2021	8	12	Committee of the Whole
C73	Paola Maria Stefania Crocetti, dated March 9, 2021	8	12	Committee of the Whole
C74	Irene Ford, dated March 9, 2021	8	12	Committee of the Whole
C75	Peter Meissner, dated March 9, 2021	8	12	Committee of the Whole
C76	Marcella Di Rocco, dated March 9, 2021	8	12	Committee of the Whole
C77	Tony Malfara, dated March 9, 2021	8	12	Committee of the Whole
C78	Louisa Santoro, dated March 10, 2021	8	12	Committee of the Whole
C79	Max Corsi, St. Joan of Arc Ave, Maple, dated March 9, 2021	8	5	Committee of the Whole
C80	Eldon Theodore, MHBC Planning, Urban Design & Landscape Architecture, Weston Road, Vaughan, on behalf of the owners of Lot 77, dated March 9, 2021	9	5	Committee of the Whole (Public Meeting)
C81	Mario G. Racco, Brownridge Ratepayers Association, dated March 9, 2021	11	3	Committee of the Whole

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Protest Against Yonge-Steeles Developments Mar 2021
72 Steeles Ave W / 7040 Yonge St

Office of the City Clerk
City of Vaughan
Planning files OP-20-014, Z.20.038
(Also files OP-18-016, OP-20-001, OP-20-002,
OP-20-011)

from: Stephen Clodman
[REDACTED] Tangreen Crt apt [REDACTED]
Toronto, ON, [REDACTED]
[REDACTED]

At least five development projects have been proposed for the Yonge St - Steeles Ave W area: Gupta (2 Steeles Ave W), Salz (100 Steeles Ave W), Mizrahi (180 Steeles Ave W), 7080 Yonge St, and most recently 72 Steeles Ave W / 7040 Yonge St, which is the subject of the upcoming meeting.

I sent two previous letters, one to the Development Planning Department in October 2019, and one for the July 13 2020 meeting (comment item C91).

The density and total volume of all the proposed buildings is far too great. There would be about 10,000 units (about 25,000 residents) which is far more than the area secondary plan. The proposals are all for quick profit, without sympathy for the cities and their present and future residents.

These are not really “Mixed Use Developments”. They are what I call “rabbit and horse stew”, a few bits of rabbit (public amenities, office, retail), and a whole lot of horse meat (condos). I will briefly summarize from my July 2020 letter:

Transportation - Roads are already choked at busy times. Construction of the buildings and possible future subway, and the increased population would make it worse. Road access is not well planned. Present public transit capacity is now limited. Distant future plans for a subway extension are uncertain with the high public debt due to the pandemic. Proposed parking is less than 0.5 spaces per unit.

Living conditions - There have been contagion issues in crowded areas during the present pandemic. Another hazard would be failure of elevator service in a 60 story building. There are hardly any public amenities proposed; for example, children would have no place to play or go to school.

Economics - These proposals seem to be made to sell to absentee owners, especially offshore investors who are uninformed about Toronto conditions. If the economy becomes worse, or interest rates increase, there will be bankruptcies and failures. The developers making the proposals might sell the properties to unknown others who will do the selling and building.

There are serious specific problems with the 72 Steeles Ave W proposal:

Ownership is obscure - Previously it was “Humbold Properties”, now it is “72 Steeles Holdings” and “7040 Yonge Holdings”. Who are these people and what is their record? Will these companies actually build any units approved or will they flip to someone else?

Density is extreme - 1250 units/ha or FSI = 12.82. There is nothing visible in the plan except condos.

Details are missing - Road access and traffic signals are not defined. The number of parking spaces is not stated. Except for a 0.1 ha space in phase 2 there are no public amenities shown.

For all these reasons this proposal should be rejected.

Stephen Clodman

March 1, 2021

Mr. Todd Coles,
City Clerk, Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

**COMMUNICATION – C2
COUNCIL – March 10, 2021
Committee of the Whole (Public Meeting)
Report No. 9, Item 5**

We are writing you to voice our strong objections to the proposed development of the 72 Steeles Holdings and 7040 Steeles Holdings Ltd as noted in the Official Plan FILE OP.20.014 and the Zoning Bylaw Amendment File Z.20.038 which will be discussed at the Vaughan Committee of the Whole Meeting on March 2nd, 2021. While we fully understand that Vaughan wishes to proceed with community development in this area, as residents of the Spring Farm Thornhill community for the last 3 decades, we are appalled at the proposed plan for these sites and are expressing our disagreement/dissatisfaction with the proposed plans.

1. While we understand that Vaughan has a keen interest in developing these lands, in light of the approved subway extension to Steeles and beyond, the current land being considered for development in the Springfarm community is unlike the lands being developed for the Vaughan Metro Centre.
 - the VMC lands, unlike the current lands being considered for development at Yonge and Steeles, are part of a well-established community that is comprised of many single family homes
 - the VMC lands that were developed were commercial or vacant lands with no single family homes when VMC was announced
 - while progress is desirable in the Springfarm community, there is no approval to build a subway stop at Yonge and Steeles and it has not been approved to be a hub for the Yonge subway extension
 - the proposals do not enhance the existing neighbourhood and are only of benefit to those who choose to live there; nothing about these developments is of added benefit to existing residents
 - they do not address underlying social issues of poverty and homelessness as the costs to live in these facilities would not be affordable for these groups
2. The proposed density of these two developments is more than what has been approved in the Secondary Plan
3. The proposed height of these two developments will leave most adjacent homes in the existing neighbourhoods of the Springfarm community in darkness for at least 10 months of the year, contrary to what is required for health and wellbeing as noted by WHO; it will also obscure existing sightlines for those living on the south side of Steeles, throwing them into shade most of the year

4. Traffic around Yonge and Steeles is already too congested and adding these structures and a subway stop will do little to divert what already exists, since those who do not currently use the subway or GO transit are unlikely to do so even if the subway is extended
5. The artists rendering of each of these developments does not enhance the look of the existing community or fit with other buildings in the community
6. Existing facilities and infrastructure cannot support the proposed increase in the population and there is no evidence that these requirements have even been considered
7. We expressed these concerns in writing to our local councillor, Alan Shefman, on May 15, 2020, questioning why he and the city had not communicated with residents about these developments who indicated that our concerns were not valid and that the Region would be proceeding despite these. We understand that a local committee of ratepayers is engaged in discussions with developers about these changes but to our knowledge the issues noted herein have not been resolved.
8. There has been minimal consultation with the community most affected by these developments and we are distressed that the City of Vaughan is proceeding on discussions about these at a time when residents cannot actually be present at the meeting to voice their concerns in person due to Covid-19; five minute deputations do not do justice to this issue.

It appears that the City of Vaughan has plans to build 43 skyscrapers in this community within the next few years. That fact that the community will need to pay a large portion of the right of way to open an additional road to Yonge Street because the developers will not pay for this, does not meet the needs of constituents within the community.

It appears that Council is moving forward with these developments because they fit with Council's plan for development. If we had wanted to live at the Vaughan Metropolitan Centre along the Jane Street & Highway 7 corridor we would already be living there.

Please include this written submission as part of the Public Hearing Committee of the Whole on March 2nd, 2021

Respectfully,



M. Heather Martin & William M Cleary



March 1, 2021

**COMMUNICATION – C3
COUNCIL – March 10, 2021
Committee of the Whole (Public Meeting)
Report No. 9, Item 1**

City of Vaughan
2141 Major MacKenzie Drive West
Vaughan, ON L6A 1T1

Attention: Rebecca Roach, Planner, Development Planning Department
Todd Coles, City Clerk

Re: Office Plan Amendment File OP.20.010
Zoning By-Law Amendment Z.20.01
Owner: 2232394 Ontario Inc.
Ward 2 – Vicinity of Woodbridge Avenue and Kipling Avenue

Dear Ms. Roach,

The owner has submitted applications for Official Plan Amendment, Zoning By-Law Amendment approval to facilitate the proposed development of the Subject Lands of 30 stacked townhouses, 9 street townhouse units, 2 semi-detached units and a 4-storey mixed use apartment building comprised of 14 residential units and with at grade retail.

Based on our review of the available application materials, we have several concerns related to the proposed development.

- The proposed development property is located immediately adjacent to and shares a property line on the east and west to existing employment uses. The adjacent lands are zoned "M2 General Industrial Zone" by Zoning By-Law 1-88 which permit industrial and open storage areas. The uses permitted in an M2 Zone are autobody repair shop, building supplies establishments, contractors' yard, scrap paper storage, sorting and bailing and truck terminal. In addition, any uses permitted in an M1 Zone such as: club or health centre, day nursery, office building, parks and open space, public garage, retail sales accessory to an industrial use, service or repair shop, wayside pit and wayside quarry.
- The proposed development is irresponsible and has consequences for the personal privacy as well as the peaceful enjoyment of future residents. It is incomprehensible that an application proposing to amend Zoning By-law 1-88 to rezone the Subject Lands from "M3 Transportation Industrial Zone" and "M2 General Industrial Zone" to "RM2 Multiple Residential Zone" along with the site-

specific exceptions, to permit the Development would be supported or considered in a general industrial zone.

- The proposed 4-storey mid-rise mixed use apartment building comprised of 14 residential units and with at grade retail. The retail units will be located at grade along Woodbridge Avenue with four on-street parking spaces along the street and five spaces in the below ground parking that will be shared with visitors to the apartment units. The proposed four on-street parking spaces along the street will diminish the westbound view and poses a safety risk for pedestrians and vehicular traffic.
- The proposed development includes a private laneway (condominium) along the western edge of the development that will provide access from Woodbridge Avenue to the mixed-use building, the residential units and eventually link to the existing development to the northeast and Kipling Avenue. This proposed private laneway will be within close proximity to three additional access points – one driveway is located immediately to the east of the subject property accessing the C3 existing commercial use and two driveways are located immediately to the west of the subject property accessing the M2 existing employment uses. This access from Woodbridge Avenue to the private laneway which by design will be located off the sharp bends in the road would cause safety issues and is unacceptable.
- The proposed development is adjacent to the Toronto Grey and Bruce Railroad and station. The Toronto Grey and Bruce Railroad was the first railway to service Woodbridge and was built in 1871 just west of Kipling Avenue with a train station located south of Burton's Lane. It carried passengers, freight, timber, farm produce and mail to and from Toronto. This railway and station changed the face of Ontario in the late nineteenth century, yet few people know it exists. We must preserve and restore this historical landmark as the building is a reflection of our city's history and culture.

We respectfully suggest that the time to stop the succession of patchwork spot official plan amendments and zoning applications is now. The applicant's amendments is not sustainable or likely to result in a well planned, harmonious neighbourhood.

A better, more thoughtfully planned Kipling is worth the time and energy to create. We hope that City of Vaughan members of Council and staff agrees.

Should you require anything further regarding this matter please do not hesitate to contact us.

Sincerely,



Nick Pinto
President
The WWA, Inc.

From: Pat Canizares [REDACTED]
Sent: Tuesday, March 02, 2021 9:29 AM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] 2777100 Ontario Inc

To members of council,

Tuesday March 2nd, 2021

Re: Planning application for 9675,9687,9697 Keele Street.

I Pat Canizares object to this application of the development of the address noted above.

In the last few years there have been so much development of townhomes with private driveways and garages at the rear. This is unacceptable with so much traffic on Keele Street to begin with. These townhomes which will be located in the middle of single-family homes will destroy our value and look of what it is now.

How can you build townhomes with garages in the back and a private road?

This is not a spot to have garages built in the rear facing people's backyards on Fifefield. As well as private driveways. This could also bring vandalism and people hanging around at night in the back.

I don't oppose development but leave out the private roads and garages built at the rear. If you want to build, I would suggest to have the garages in the front of the townhomes with its own private driveway.

Please consider homeowners on Keele Street suggestions.

Best Regards,

Pat Canizares

████████ Keele Street

**COMMUNICATION – C5
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

**COMMUNICATION – C6
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 11**

From: [Coles, Todd](#)
To: Clerks@vaughan.ca; [Magnifico, Rose](#)
Subject: FW: No Cannabis in Vaughan !!!
Date: Tuesday, March 2, 2021 5:58:07 PM

Communication for Council on March 10th. Re: Presentation #1 at CW(1) today.

Todd Coles, BES, ACST(A), MCIP, RPP
City Clerk
905-832-8585, ext. 8281 | todd.coles@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan ON L6A 1T1
vaughan.ca



From: Rose Savage [REDACTED] >
Sent: Tuesday, March 2, 2021 1:16 PM
To: Coles, Todd <Todd.Coles@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; [REDACTED] Victor Lalaria [REDACTED]; Josh Ingram [REDACTED] >; Lisa Durante [REDACTED]; Rob Salerno [REDACTED]
Subject: [External] No Cannabis in Vaughan !!!

Hi Todd,

Public needs to hear this and not at a time during the day. At 7:00 pm And ALL of Vaughan needs to know about this terrible request.

I DO NOT SUPPORT Cannabis in Vaughan !!!

NO STIGMA !!!!

Rose Savage,
[REDACTED]

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 Rostati, voted against the motion to withdraw support.

With files from Robert Benzie

Thank you,
Hiten



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

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](#)

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,

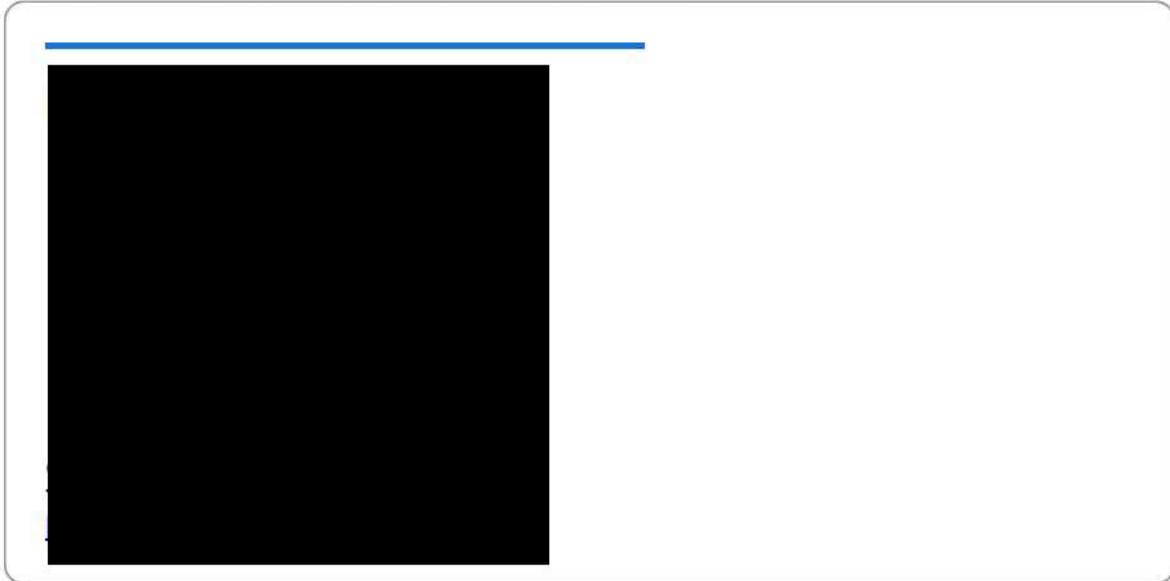
I am writing to express my opposition to proposed Provincial Highway 413 for the following reasons.

- 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



**COMMUNICATION – C8
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Hiten Patel [REDACTED]
Sent: Wednesday, March 03, 2021 11:55 PM
To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>
Cc: Clerks@vaughan.ca
Subject: [External] Your vote against dropping endorsement of 413

Very disappointed that the four of you actually either think Highway 413 should move forward or more studies are needed to determine that. The deputant and all five ward councilors made fantastic points to stop wasting public tax dollars on this project including further studies. Unless you have your own political or personal agenda I can't understand why you would oppose Ward 2 councilor's motion. Just because the Ford gov't revived this silly project is no reason to ask for more studies or worse actually support the freeway. Freeways are a relic that began in 1950s and 60s and many savvy cities today around the world are removing highways and encouraging residents to use public transit and/or live/work/play locally.

Highways use public money to fuel private growth and create jobs that people don't want but have to take on to pay their bills caused by purchase of private vehicles and homes in exurban/suburban areas. The benefits of this so-called economic growth helps the economic elite more than working and middle/lower class.

Thank you,

[REDACTED]



**COMMUNICATION – C9
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Maurizio Bevilacqua,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.
- I made several requests to you, and the councilors, to answer the question why does the intersection at Kirby Rd, along Hwy #27 up to King Vaughan Line need to be so large. (Approx. 1.5km to 1.9km)? Forget about the large intersections at Weston Rd. and King Side Rd, and Nashville Rd. and Hwy #50.
- I never got a response?
- So, I must assume that you really do not know why the intersections are so big? So why would you endorse it?

OR

You did know and did not want to tell the people of Kleinburg? That is a shame?

- You voted in favor of the Hwy 413.
- The Vaughan area transportations systems are a mess. You think this will help? Vaughan needs another 400 series highway?
- As of last night, beyond the Stop the 413 group, I received 693 E mails congratulating me in getting the council to overturn their previous position.
- I question if you really know what you are doing, or care for the people of Kleinburg?

- With this expansion, the lives of the people in Kleinburg will never be what they expected or wanted.

Yours truly, one of the squealers,

Rene Vlahovic

**COMMUNICATION – C10
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Councilor Marilyn Iafrate,

- I am a long time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.

- I would like to thank you for withdrawing your support of the GTA west Highway.

- Judging by the sizes of the intersections at Kirby Rd and Hwy #27, Nashville Rd. and Hwy # 50 and Weston Rd. and King Sd. Rd. Kleinburg and surrounding areas would be dramatically changed.

- Thank you so much for thinking and protecting your people.

Yours truly,

Rene Vlahovic

**COMMUNICATION – C11
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Mario Ferri,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.
- I made several requests to the councilors and the mayor, to answer the question why does the intersection at Kirby Rd, along Hwy #27 up to King Vaughan Line need to be so large. (Approx. 1.5km to 1.9km)? Forget about the large intersections at Weston Rd. and King Side Rd, and Nashville Rd. and Hwy #50.
- I never got a response?
- So, I must assume that you really do not know why the intersections are so big? So why would you endorse it?

OR

You did know and did not want to tell the people of Kleinburg? That is a shame?

- You voted in favor of the Hwy 413.
- The Vaughan area transportations systems are a mess. You think this will help? Vaughan needs another 400 series highway?
- As of last night, beyond the Stop the 413 group, I received 693 E mails congratulating me in getting the council to overturn their previous position.
- Listening to you, I heard no compelling arguments for the need of this Highway 413

- I question if you really know what you are doing, or care for the people of Kleinburg?
- With this expansion, the lives of the people in Kleinburg will never be what they expected or wanted.

Yours truly, one of the squealers,

Rene Vlahovic

**COMMUNICATION – C12
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Councilor Sandro Racco.

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.
- I would like to thank you for withdrawing your support of the GTA west Highway.
- Judging by the sizes of the intersections at Kirby Rd and Hwy #27, Nashville Rd. and Hwy # 50 and Weston Rd. and King Sd. Rd. Kleinburg and surrounding areas would be dramatically changed.
- I enjoyed your comment of who wants this highway.
- Thank you so much for thinking and protecting your people.

Yours truly,

Rene Vlahovic

**COMMUNICATION – C13
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

[REDACTED] Hwy #27,

Kleinburg, Ontario

Canada, [REDACTED]

Dear Councilor Alan Shefman,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.

- I would like to thank you for withdrawing your support of the GTA west Highway.

- Judging by the sizes of the intersections at Kirby Rd and Hwy #27, Nashville Rd. and Hwy # 50 and Weston Rd. and King Sd. Rd. Kleinburg and surrounding areas would be dramatically changed.

- Thank you so much for thinking and protecting your people. Keep up the good work.

Yours truly,

Rene Vlahovic

**COMMUNICATION – C14
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Councilor Tony Carella,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.

- I would like to thank you for withdrawing your support of the GTA west Highway.

- Judging by the sizes of the intersections at Kirby Rd and Hwy #27, Nashville Rd. and Hwy # 50 and Weston Rd. and King Sd. Rd. Kleinburg and surrounding areas would be dramatically changed.

- As of last night, other than the Stop The 413 group. I have personally received 693 E mails from I assume residence of the surrounding areas that are happy about the outcome.

- Thank you so much for thinking and protecting your people. Keep up the good work.

Yours truly,

Rene Vlahovic

**COMMUNICATION – C15
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Councilor Rosanna Defrancesca,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.

- I would like to thank you for withdrawing your support of the GTA west Highway.

- Judging by the sizes of the intersections at Kirby Rd and Hwy #27, Nashville Rd. and Hwy # 50 and Weston Rd. and King Sd. Rd. Kleinburg and surrounding areas would be dramatically changed.

- Thank you so much for thinking and protecting your people.

Yours truly,

Rene Vlahovic

**COMMUNICATION – C16
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Date: March 4, 2021

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Gino Rosati,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.
- I made several requests to the councilors and the mayor, to answer the question why does the intersection at Kirby Rd, along Hwy #27 up to King Vaughan Line need to be so large. (Approx. 1.5km to 1.9km)? Forget about the large intersections at Weston Rd. and King Side Rd, and Nashville Rd. and Hwy #50.
- I never got a response?
- So, I must assume that you really do not know why the intersections are so big? So why would you endorse it?

OR

You did know and did not want to tell the people of Kleinburg? That is a shame?

- You voted in favor of the Hwy 413.
- The Vaughan area transportations systems are a mess. You think this will help? Vaughan needs another 400 series highway?
- As of last night, beyond the Stop the 413 group, I received 693 E mails congratulating me in getting the council to overturn their previous position.
- Listening to you, I heard no compelling arguments for the need of this Highway 413

- I question if you really know what you are doing, or care for the people of Kleinburg?
- With this expansion, the lives of the people in Kleinburg will never be what they expected or wanted.

Yours truly, one of the squealers,

Rene Vlahovic

Date: March 4, 2021

**COMMUNICATION – C17
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Rene Vlahovic

██████████ Hwy #27,

Kleinburg, Ontario

Canada, ██████████

Dear Linda Jackson,

- I am a long-time resident of Kleinburg, since 1965. I have raised my family in Kleinburg and have strong ties to the community.
- In all the elections, my family and I voted for you and your mother.
- I made several requests to you, the councilors and mayor, to answer the question why does the intersection at Kirby Rd, along Hwy #27 up to King Vaughan Line need to be so large. (Approx. 1.5km to 1.9km)? Forget about the large intersections at Weston Rd. and King Side Rd, and Nashville Rd. and Hwy #50.
- I never got a response?
- So, I must assume that you really do not know why the intersections are so big? So why would you endorse it?

OR

You did know and did not want to tell the people of Kleinburg? That is a shame?

- You voted in favor of the Hwy 413.
- The Vaughan area transportations systems are a mess. You think this will help? Vaughan needs another 400 series highway?
- As of last night, beyond the Stop the 413 group, I received 693 E mails congratulating me in getting the council to overturn their previous position.

- I question if you really know what you are doing, or care for the people of Kleinburg?

Yours truly, one of the squealers,

Rene Vlahovic

**COMMUNICATION – C18
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Nina.S.& Roger Dickinson [REDACTED]
Sent: Thursday, March 04, 2021 5:28 PM
To: Council@vaughan.ca; Clerks@vaughan.ca
Subject: [External] Cancellation of Highway #413

We heartily endorse the proposal for Council to withdraw its support from the construction of Highway #413.

The construction would destroy a huge area of the Greenbelt and the sensitive ecosystems that are located within it. A colossal area of very productive farmland would also be taken out of production and be “lost” forever.

The claimed justification based on savings in time using the proposed highway versus using the existing highway/road network is flawed because it doesn't fully recognize the intent to further develop the existing highway and road system.

We support the proposal that Council lobby for the Proposed Highway # 413 to be cancelled.

The funding should be diverted to the updating, renovation and replacement of Ontario's long term care residences, retirement homes, nursing homes and campuses of care. The program for this work and the associated development of policies, procedures and protocols must be urgently addressed to be ready for the next Pandemic.

Yours truly,

Roger Dickinson and Nina Szymanska

[REDACTED] Donhill Crescent
Kleinburg ON [REDACTED]

**COMMUNICATION – C19
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Jean-François Obregón [REDACTED] >
Sent: Monday, March 08, 2021 8:45 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor and Councillors,

As a resident of Vaughan, I want to thank and applaud Councillors lafrete, Carella, DeFrancesca, Racco and Shefman for taking a stand and opposing Highway 413 last week. Today, I write to ask that members of Council reaffirm their motion tomorrow and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

The benefits of this Highway are questionable, at best. It would be a far better use of taxpayers' dollars in the short and long-term to invest in transit-oriented development at GO train, subway and bus rapid transit stations. This investment would have long-term payoffs in concentrated economic and residential development as well as reduced GHG emissions.

If freight transportation congestion is a concern then, I would encourage you to ask the Minister of Transportation and the Minister Without Portfolio to respectively consider designating truck-only lanes on Highways 400 and 407.

Please do the right thing and follow the lead of municipalities like Mississauga, Brampton, Orangeville, and more. End your support for the GTA West Corridor/Highway 413.

Thank you.

Sincerely,
Jean-François Obregón
[REDACTED] Laurel Valley Court, Concord, ON [REDACTED]

 Virus-free. www.avg.com

From: V Hotte [REDACTED] >
Sent: Saturday, March 06, 2021 1:18 PM
To: Shefman, Alan <Alan.Shefman@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca; King Township Clerk <clerks@king.ca>; Clerk - York Region <regionalclerk@york.ca>
Cc: Sherry Draisey [REDACTED] Tony Malfara [REDACTED] >
Subject: [External] Stop the 413 - GTA West Corridor

I would like to express my appreciation to Vaughan Councillors who voted to WITHDRAW their support for the GTA West – Highway 413 because they chose to practise real democracy by LISTENING to their constituents. Or perhaps, these councillors are just better at calculating the real costs of this highway (which will easily exceed the anticipated budget of \$6-billion, as government projects usually do.)

Will building yet another toll highway just north of the 407-toll route really relieve congestion? NO, it will just convert already SCARCE farmland and natural areas to more pavement and future infilling, guaranteeing that traffic will always exceed the capacity of any new highway, while depleting important ‘greenspace’. You know ... those areas where trees release oxygen, while forests and wetlands filter water and provide natural flood control, simultaneously providing recreational opportunities and natural habitat? Left to their own devices, those ecosystems provide these essential services for free, and all life is dependent upon them.

As Tom Maziarz, Chief Planner at the Connecticut Department of Transportation once stated: "The question is how do you relieve congestion and then prevent future overwhelming of that additional facility? You can't build your way out of congestion, so we're trying to combine it with a multimodal strategy that improves rail service, as well."

Perhaps Canada's Minister of Environment and Climate Change agrees with Tony Maziarz because he recently approved the CN Logistics Hub in Milton, acknowledging the project's negative environmental impacts while also noting:

"By 2030, freight emissions are expected to surpass passenger emissions in Canada. Since trucks generate four times more greenhouse gas emissions than trains, rail represents an environmentally responsible way to move goods. It's been well-documented that a single intermodal train removes up to 300 long-haul trucks from our clogged highways. Since it would serve four trains daily, CN's Milton facility would in effect remove more than 400,000 trucks annually from our roadways, significantly reducing greenhouse gas and other emissions. (As a

result of CN's existing network, more than two million trucks are removed each year from Canadian highways.)"

The fundamental law of road congestion applies to any highway, summarized thus — you cannot build your way out of traffic jams. Building more highway capacity leads to more traffic, as people who might otherwise avoid the road are instead attracted by the added capacity. Community roads are widened to connect to new highways, so opportunities to cycle or walk diminish because it becomes increasingly unsafe to do so.

Economists call it “induced demand”, which refers to the various inter-connected (unanticipated or ignored) effects that cause new roads to quickly fill up with traffic. In rapidly growing areas where roads are seldom designed for the growing population, there may be a great deal of **latent (or hidden) demand** for new road capacity, causing more new drivers to take the new route, once opened, quickly clogging those lanes.

The province, the regions, and the municipalities continue to ignore the deleterious effects of induced demand in their long-term planning. Yet, the public and their elected representatives ought to be able to see the **“writing on the rapidly-multiplying sound barrier walls”** being erected between widened highways and nearby communities. That’s noise protection, but there is no protection from the pollution and sub micron-sized particles released by wear and tear on asbestos-lined brake pads, tires, and pavement abrasion caused by all that traffic. Those particles are breathed deeply into lungs, creating rising health costs.

Induced demand can be affected by tolls. We know that Highway 407 is under-utilized due to the very high tolls, and the highway operator holds a confidential 99-year lease agreement (expiring in 2098) which sets a contractual minimum standard of capacity. We don’t know how low the minimum is, but it is low enough that the operators don’t care about all the trucks (and cars) that avoid Highway 407 due to the high costs. The 407 got a sweet deal, almost a licence to print its own money. Time to renegotiate those tolls, especially since the Investment Board of the Canada Pension Plan became the majority shareholder of the 407 recently.

There are better ways than highways.

Regards,

Vicki Hotte, [REDACTED] 7th Concession, King [REDACTED]

From: Susan Beharriell [REDACTED]
Sent: Saturday, March 06, 2021 4:49 PM
To: Shefman, Alan <Alan.Shefman@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>
Cc: Clerks@vaughan.ca
Subject: [External] 413 - Withdrawal of support

Hello Vaughan Council,

I am writing today to thank you very much for registering your opposition to the plans to build Hwy 413 right through farmland, wetlands and the Greenbelt. It may be of interest to learn that King Council will soon be considering a similar resolution.

My name is Susan Beharriell and I live in King Township.

It is important that no construction be started before a real environmental assessment by the Federal Government is completed. If the project is proven to be safe then that will be clear. If it is harmful to the environment, then that will become evident as well.

While the present plan narrowly avoids King Township, the entire area would suffer the negative impact of the installation.

Some constituents may argue for reduced commute times. I remind you that the experts' panel has determined that traversing the route would, perhaps, save 30-60 seconds in total commute time. Is this really worth spending \$10 billion of taxpayers' money?

I understand that you will have another opportunity to slow this project down and register your concerns on 9 March.

Please vote to oppose this ill-conceived, destructive project.

Thank you very much for your consideration. Please let me know if I may be of assistance.

Sincerely,

Susan Beharriell

LCol (ret'd)

O.M.M.,CD

**COMMUNICATION – C22
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: David Forgione [REDACTED]
Sent: Saturday, March 06, 2021 5:50 PM
To: Clerks@vaughan.ca
Subject: [External] Vaughan Council Meeting - March 10th - Item 12

Hello,

I would like to write in support of Item 12 - Presentation by Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Highway. The rapid revival of this project coupled with inadequate environmental reviews is extremely concerning to me as a resident of Vaughan. As elected representatives, I expect that extreme due diligence be done when dealing with large-scale projects, such as transportation projects, that yields defensible justifications for support of such a large scale project. To the best of my knowledge, little to no due diligence has been done, by either the Province or Vaughan Council, to justify endorsement of the GTA West Corridor/Highway. Therefore, I support the request to reverse endorsement of the proposed GTA West Corridor/Highway.

Regards,

David Forgione
[REDACTED] Sugarbush Crt
Woodbridge, ON
[REDACTED]

From: Angela Grella [REDACTED] >
Sent: Saturday, March 06, 2021 9:33 PM
To: Clerks@vaughan.ca; Council@vaughan.ca; Shefman, Alan <Alan.Shefman@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor Bevilacqua and the members of Vaughan Council,

My name is Angela Grella, and I am a resident of Woodbridge's Ward 3. As a resident of Vaughan I am requesting that the members of Vaughan council reaffirm your motion and unanimously vote yes to ratify its decision to reverse endorsement for the proposed "GTA West Corridor/Highway 413" as was done at the Committee of the Whole Meeting on March 2, 2021; and pass a motion to support the request for a federal Environmental Assessment.

The residents of Vaughan have been shocked into action by the mounting anger over the PC government's decision to unilaterally ram through a project that will have devastating consequences on climate change, GTA watersheds, local ecosystems and the environment in general. The world's largest protected green space, Ontario's Greenbelt, would see the giant asphalt corridor run right along its southern edge and, in some places, right through the sensitive natural environment covered by provincial legislation.

Sustaining the GTA's watershed, which prevents flooding while ensuring clean water and healthy ecosystems is critical to the health of Ontario's most populous region.

Building a highway across these valuable lands goes against everything the Province has done over the last two decades to protect the environment.

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

The mega billion-dollar cost that the Ford government would spend on this highway

does not justify the 30 seconds it would save on people's commute. There is no proof that this highway will reduce traffic congestion So why build it?

Money earmarked for the construction of the GTAWest Highway 413 could be better spent on public transit projects (extending the Vaughan subway to the Vaughan Hospital). There are other ways of moving people and goods around. Highway 407 is underutilized.

Please do not ignore science and evidence-based arguments. It is time to critically examine our assumptions about congestion and try something new. We will never be able to widen our way out of congestion, and we need to stop wasting taxpayers' money on trying.

Please support environmentally sound decision making, listen to the well thought out and reasonable arguments made by Vaughan residents that will be most affected by Highway 413 driving through their fields and farms, and who do not want to see this multi-billion dollar highway project built.

I respectfully request that the members of Vaughan Council unanimously vote yes to ratify its decision to reverse its endorsement of the proposed GTA West Corridor Highway 413 and pass a motion to support the request for a federal Environmental Assessment.

Sincerely,

Angela Grella (Ward 3/Woodbridge, Ontario)

**COMMUNICATION – C24
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Jenni Le Forestier [REDACTED]
Sent: Sunday, March 07, 2021 8:27 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Agenda Item 7 (12) GTA West Corridor

Hello Vaughan Council,

My name is Jennifer LeForestier. I am a Caledon resident who would be grateful if you would continue to strongly oppose the 413 GTAW and unanimously vote yes to ratify the decision to reverse endorsement for the GTA West Corridor/Highway 413 as was done at the committee of the Whole Meeting on March 2, 2021: Please cancel the 413.

If that motion does not pass, please request a full Federal Environmental Impact Assessment. The proposed highway will affect the next 7 generations of Ontario residents. The Provincial EA does not address the long term impacts to Health or Agriculture. Residents' anxiety over their economic future, increasing food insecurity, and the concern that some elected representatives appear to be championing private interests and not the welfare of the electorate is deeply concerning.

A Caledon Enterprise article on Thursday March 4th 2021 stated that Brampton, Mississauga and Caledon distribution warehouses accounted for the largest workplace outbreaks in the region and 43 percent of the warehouses were not compliant with the Covid-19 Reopening Ontario Act. What does this have to do with a highway? I'm sure Councillor Groves could tell you. The vision for a freight village is well documented.

<https://www.caledonenterprise.com/news-story/9802804-bolton-s-potential-freight-village-to-receive-enhanced-protection-provincial-government-says/>

This vision seems very expensive indeed for the average taxpayer who has now been forced into lockdown several times as the Covid Virus is yet to be expunged from Peel Region. Is a 10 Billion dollar highway now to be added to the pandemic bill?

Please oppose the GTAW highway and stop any pre-emptive building until a full Federal Environmental Assessment is complete.

Please include this letter in the updated agenda for next week's Vaughan Regional Council meeting.

Thank you,
Jennifer LeForestier
[REDACTED]

**COMMUNICATION – C25
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Sherry Draisey [REDACTED]
Sent: Sunday, March 07, 2021 11:54 AM
To: Clerks@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Vaughan Council
March 7, 2021
Subject: GTA West Corridor

Please stay strong in your opposition to the 413. Not just for Vaughan, but for our province and our country. Vaughan residents comprise a significant group of engineers – many of them aerospace. But with Bombardier aircraft production fading away from Downsview, those people will be looking for new horizons.

Vaughan already has an impressive industrial base. And it has managed that, in spite of years of Federal government neglect to engineering and innovation, as development money was targeted to the oil sands.

Though there are no AVRO engineers left working, their DNA remains here. Many new immigrants to Canada are selected on the basis of their technology capabilities. But they need opportunities to utilize those capabilities when they get here.

Give Vaughan engineers the opportunity to continue working nearby. A short term work project building a new highway doesn't create long term high paying jobs. Please utilize the resources you have in your existing engineering community – let them develop the new CO2 reduction technologies that can be used and manufactured here in Canada and exported around the world.

As well as human expertise, Vaughan still has some available land. Some new CO2 technologies will need a significant footprint. Try not to fill up all those spaces with low wage distribution centers.

We have been told that part of CO2 tax money is to be used to develop carbon reduction technologies. Some of the CO2 tax money will come to citizens as they redirect their spending. But some of that tax money will go to support engineering innovation. Think ahead for your residents and help them generate those new products.

Yours truly

Sherry Draisey
Laskay

Sent from [Mail](#) for Windows 10

**COMMUNICATION – C26
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Angela Grella [REDACTED] >

Sent: Sunday, March 07, 2021 11:57 AM

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

Subject: [External] Toronto Star Editorial: Highway 413 is dying a slow death.

Dear Vaughan Council,

Just read the Toronto Star (March 7th) Editorial on Highway 413. The link is below.

Thank you Vaughan councillors for voting to pull your support for this destructive and unnecessary highway. You showed political will and leadership.

Much appreciation for protecting our environment, preventing further residential sprawl and helping to decrease our dependence on cars. You sent a strong message to the provincial government that the residents of Vaughan care about their city, and that taxpayers' dollars must not be spent on building the GTA West Highway 413.

As stated in the Toronto Star, "There are better ways to address the region's transportation needs — and far better ways to spur the post-pandemic economy than building this highway."

https://www.thestar.com/opinion/editorials/2021/03/07/gta-west-highway-is-dying-a-slow-death-ford-government-should-put-it-out-of-its-misery.html?fbclid=IwAR0iFh1m2jAvSqFLCcm5OL7Nt8aJqotGIZFW0m-sn_PdmHdO4nowejcB7DY

Much appreciation,
Angela Grella

**COMMUNICATION – C27
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

To: City of Vaughan Council

From: Theresa Sherwood

Subject: City of Vaughan Council Meeting – March 10, 2021
7 -12 Presentation - Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Hwy 413

Date: March 7, 2021

My name is Theresa Sherwood. I am a resident of King Township, just north of Pine Valley Dr and King-Vaughan Rd. I am trying to preserve my family farm (Sherwood Farm-since 1962) as a rural retreat venue and agricultural farm. A major highway just south of my 70-acre property, in the greenbelt, will reverse everything that my family has worked for to keep our farm.

I am requesting that the members of Vaughan council ratify their decision to reverse endorsement for the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2, 2021; and pass a motion to support the request for a federal Environmental Assessment.

Continuing with this project will have devastating consequences on climate change, GTA watersheds, local ecosystems and the environment in general. The world's largest protected green space, Ontario's Greenbelt, would see the giant asphalt corridor run right along its southern edge and right through some sensitive natural ecosystems. Sustaining the GTA's watershed, which prevents flooding, ensures clean water and healthy ecosystems is critical to the health of Ontario's most populous region. Building a highway across these lands goes against everything the Province has done in the last two decades to protect the environment.

Please follow the lead of Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region who have all chosen to oppose Highway 413 based on local opposition.

Money set aside for this project would be better spent on public transit projects.

Please support environmentally sound decision making, listen to the well thought out and reasonable arguments made by Vaughan and neighboring residents that will be most affected by Highway 413 driving through their fields and farms, and who do not want to see this multi-billion-dollar highway project built.

I respectfully request that the members of Vaughan Council unanimously vote yes to ratify its decision to reverse its endorsement of the proposed GTA West Corridor Highway 413 and pass a motion to support the request for a federal Environmental Assessment.

Sincerely,

Theresa Sherwood



**COMMUNICATION – C28
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

From: ROTONDO [REDACTED] >
Sent: Sunday, March 07, 2021 3:54 PM
To: Clerks@vaughan.ca
Subject: [External] Stop the 413

To Mr. Mayor and Members of Council,

We are writing to ask for your support in withdrawing Vaughan's support for the 413 Highway.

This expansive highway will have a detrimental impact on the hectares of valuable farmland and Greenbelt that so enriches the Province of Ontario. Covid-19 has definitely taught us that as a Province, we must be self-sufficient in maintaining and protecting our crucial food supply and lands that feed and employ our people. Once gone, these lands can never be replaced.

Although we recognize a need for further Highway capacity in Ontario, we need to do an in-depth study of all highways, a federally-championed environmental assessment along with further studies of our food chain and supply. Seeing that Highway 400 is the main North/South route, perhaps we need another Highway in the west end that also heads north-bound, thus eliminating the need for Highway 413 to carry traffic from the west to Highway 400.

Now is not the time to fast-track Highway 413 without a proper assessment being undertaken by the federal government. These lands are far too valuable to be grazed over.

We ask that you support our request.

Thank you,
Donna & Joe Rotondo
[REDACTED] Treelawn Blvd.
Kleinburg, Ontario
[REDACTED]

From: Dan Ifrim [REDACTED] >

Sent: Sunday, March 07, 2021 4:46 PM

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

Subject: [External] Hwy 413

Dear Mayor and Councillors,

First, I would like to thank you for your time and considerations for this matter and thank you for discussing the subject at your last council meeting.

As a resident of Vaughan, I would like to ask you again to reaffirm your motion and vote yes to reverse endorsement for the GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting Mar 2nd; and, pass a motion to support the request for a federal Environmental Assessment.

This Hwy will affect the life of people and nature of the proposed corridor in a negative way by:

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

My view is shared by thousand of Vaughan residents that are affected by the proposed Hwy 413.

Please consider other options:

- Prioritizing goods movement on the 407,
- Improving transit,
- Extend Hwy 427 further to the north,
- Construct the proposed link to Hwy 400 north of Hwy 9.

Thank you again for representing us at the helm of City of Vaughan

Dan Ifrim



From: Marsha Lomis [REDACTED] >
Sent: Sunday, March 07, 2021 5:10 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] GTA West Corridor/Hwy 413 vote

Dear Mayor and Councillors,

I am a resident of Vaughan, having lived here 32 years.

I am requesting that you reaffirm your motion and **vote yes to reverse the previous endorsement of the GTA West Corridor/Highway 413 as was done at the COW meeting on March 2. Please also pass a motion to support the request for a federal Environmental Assessment.**

As a resident of Kleinburg and having looked at the proposed route of the 413 through Vaughan, frankly, it makes no sense for our locality in its presently planned location. I have had the opportunity to drive the newly completed Major Mackenzie link between Highway 27 and Highway 50— a pleasure to use, and expeditious. I fully anticipate that the Major Mac extension to Highway 400 will be equally user-friendly, and FREE from tolls. The proposed route of the 413 through Vaughan makes no sense for our locality because it is too close to Major Mackenzie Drive, which as I said, is free, and also links up with Hwy 400.

For the 413 to be of any use to York Region residents, it should be closer to Nobleton and Schomberg and communities north (i.e., for whom Major Mackenzie Drive or the 407 would be a significantly longer drive for them).

I am also disturbed by the fact that the environmental assessment will be fast-tracked, as passed by provincial legislation during 2020. This highway will

- 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.
- 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 which need to be considered by the Province, including prioritizing goods movement on the 407, and improving transit - these alternatives 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

Thank you for reaffirming your YES vote to reverse the previous endorsement of the GTA West corridor, Hwy 413 and to pass a motion to support the request for a federal Environmental Assessment.

Sincerely yours,

Marsha Lomis

Kleinburg, Ontario. [REDACTED]

**COMMUNICATION – C31
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Rick Sant [REDACTED] >
Sent: Sunday, March 07, 2021 5:35 PM
To: Clerks@vaughan.ca
Subject: [External] For the 413

I think that because of the Pandemic everyone forgets how busy these East West roads are, most people just want to get to the 400., the people opposing do not travel these east west roads. Mayfield Road which use to be a great alternative is now very busy, mostly truck traffic, you have Amazon, UPS, and the huge Canadian Tire Warehouse, just to mention a few all on the same Road within 1 Km, one road west of #50, King road in the morning is backed up sometimes 2 Km going eastbound at Weston Rd. not to Mention Major Mackenzie, and just wait when the 427 opens. The 413 will keep a lot of commuting and trucking traffic away from the small towns. There is very few farmers that own the land in Vaughan where to proposed route is planned. Roads and highways are always built behind the times, why can't they be built ahead of times.

Not Opposing the 413

Rick Sant

**COMMUNICATION – C32
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

From: Margaret [REDACTED] >
Sent: Sunday, March 07, 2021 5:37 PM
To: Clerks@vaughan.ca
Subject: [External] This is GREENBELT area, leave it alone. No more HWYs or construction

Why do the conservatives find it necessary to ignore the study done by the Provinces prior party, which took a lot of our taxpayers dollars to have the highway turned down once , due to the countryside being protected and now he overturns it, to waste more money. Highway 9 is in dire need for you to find jobs for your people.

AM DEFINITELY AGAINST PUTTING ANOTHER HIGHWAY THROUGH. NO , NO NO to another HIGHWAY. 413. THIS IS SUPPOSED TO BE GREENBELT AREA, WHY DO POLITICIANS THINK THEY ARE ABOVE THE LAW AND DO WHAT THEY KNOW IS WRONG.

WE HAVE HWY 407. HWY 7 and HWY 9 (which is a disgrace as a Hwy, if he's so set on more road space.(REFINSH HWY 9.)part of this HWY we get off at Hwy 27, find it a accident waiting to happen with the merge lane, then it goes down to two lanes, what kind of a name do you put on it RD or HWY. Mr Ford get off your chair and do some research, (you've done as far as I'm concerned a very reasonable job on vaccine, now your challenge should be Hwy 9, finish Hwy 427 North and leave the rest of the land, so we have oxygen to breath instead of fumes, your going to turn us into another Brazil cutting through the country side and people will not forget or forgive you.

Drop it before it gets of the ground again or he'll find himself losing votes come election time.

This area of Vaughan has had construction for so long with Major Mackenzie Forever being widened, still going on. Our roads are great the way they are.the above (M. Mac) is almost like a Hwy, over to Hwy 427. Rutherford is a great Rd as is. Another Assignment if you have to find jobs is from Major Mackenzie To widen Hwy 27 to four lanes, it is the the N. S that need working on.

Yes you may put a sign on our property but make sure it doesn't interfere with lawn maintance as they'll take it down am sure the whole road would give you the ok if signs are put in the proper areas.

One more addition, houses are going up on top of each other, making the area look like a overgrown ghetto & most are still empty. Pity our township has gone to the dogs, fewer wild animals roaming around the fields, what is up with planning parties are somebodies pockets getting heavy at Kleinburgs expense?? No planning, just one house on top of another, UGLY mess Margaret Cunningham .

From: Hiten Patel [REDACTED]

Sent: Sunday, March 07, 2021 6:01 PM

To: Council@vaughan.ca

Cc: Clerks@vaughan.ca

Subject: [External] "flip-flop" re: 413

I strongly urge the four who voted against the motion this past Tuesday to reflect carefully and "flip-flop" to do the right thing on March 10th. Stop asking for endless amounts of studies that are redundant and pointless. Enough is enough. The vote needs to be 9-0 or maybe 8-1. As for October 2022 elections, the mayor is safe from challengers due to no established politician risking losing their current position. But if any of the three RCs wish to have a chance to be re-elected then I suggest "flip-flop".



Pull the plug on this road

Politics
+1 more

The public doesn't want it. Municipalities don't want it. And an expert panel has called it a disastrous \$6-billion expense that would save commuters a paltry 30 seconds or so of driving time.

The GTA West highway — a planned 400-series route across York, Peel and Halton regions — is already dying a slow death. The Ford government should put this project out of its misery.

The government made a huge mistake when it pulled Hwy. 413 from the dustbin, where it had been properly filed, announced a planned route and put it on the construction fast-track by exempting it from the normal environmental assessment process. And to its great shame, it used the COVID-19 pandemic as cover.

It's time to own up to those mis-

takes and provide relief to the citizens who have rightly banded together against this destructive and unnecessary highway by announcing its immediate cancellation.

The proposed highway, set to run through the Greenbelt in Vaughan, across largely undeveloped land in Caledon and Brampton to Milton, has always been a terrible idea. That's why the previous Liberal government put it on hold in 2015 and ultimately shelved it in 2018.

It would pave over thousands of hectares of prime agricultural land — including the protected Greenbelt — damage waterways and contribute to more urban sprawl.

The expert panel that reviewed the proposal determined the highway contravenes the province's planning objectives, is bad for the environment and isn't even an effective

way to reduce traffic congestion. It's misguided, destructive and pointless.

Yet the Ford government, apparently listening to its favourite stakeholders (developers), was content to ignore all those warnings. And it used the pandemic as cover to speed it up by skipping over parts of Ontario's environmental assessment system that could identify concerns with the highway and potentially minimize damage.

It's as though the government is so keen to build this \$120-million-per-kilometre road that it doesn't even want to know how bad it's going to be.

Thankfully, others do and they're speaking up. Brampton and Caledon, at a minimum, want a federal environmental assessment that they can trust before anything happens. Vaughan, Mississauga and Halton Hills have gone further and pulled their support for project.

"The proposed GTA West highway will have a disastrous impact on the



A campaign to stop the GTA West highway, Highway 413, is spreading through the 905.

environment, encourage residential sprawl and increase our dependence on cars," says Mississauga Mayor Bonnie Crombie.

The government can drag this out. It can hide behind its "consultations" as a way to decide, as government House Leader Paul Calandra put it, "if it makes sense to build this piece of infrastructure."

But why wait?

This road makes no sense. Except, of course, to the developers sitting on nearby land who have long wanted it built.

The highway would pave over farmland and destroy Greenbelt land, which the government claims it

wants to expand. It will accelerate sprawl and make the government's plan to address climate change even more fanciful.

There are better ways to address the region's transportation needs — and far better ways to spur the post-pandemic economy than building this highway.

There's a reason that Ontario's Liberal, NDP and Green parties all vehemently oppose this project. Environmentalists and politicians in 905 communities — two groups that don't often see eye to eye — are also opposed. Farmers and local residents, too.

So who but developers could the province have in mind in continuing to pursue this?

The government revived a project that should never have been given a second chance. This is now an opportunity for the Ford government to show it can put the interests of the people ahead of the developers. What a welcome change that would be.

**COMMUNICATION – C34
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: [REDACTED]
Sent: Sunday, March 07, 2021 6:32 PM
To: Clerks@vaughan.ca
Subject: [External] Report #8 Item #12

Hello Mayor Bevilacqua and Members of Council,

Re: Report #8, Item #12, Removing support for Highway 413

Highway 413 will impact us in Nobleton and nearby Laskay. There is an interchange at Highway 27 and another at Weston Rd. The traffic and the air pollution will increase, not decrease. The time saved for commuters is estimated to be 30 seconds. This is a costly venture that exacerbates climate change. We need to think outside the box and increase our support for great convenient transit, such as Go Trains. People flock to the Go Trains.

Please remove support for Highway 413. We do not need to divide farms, destroy rivers, create more air pollution and above all contribute to climate change. Flooding and fires. Not a great legacy to leave to our children.

Please make the vote unanimous and all vote against Highway 413. It really is the right thing to do.

Nancy Hopkinson
Nobleton

From: Karen Alison [REDACTED] >
Sent: Sunday, March 07, 2021 8:01 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Please stop the 413

Dear Vaughan Council,

As your neighbour in Caledon, also affected by the GTAW, I would be grateful if you would oppose the proposed highway 413.

I'm aware that you will have heard many cogent arguments about the harm the proposed highway would cause the environment, health, air quality, fresh water, farmland, biodiversity, and protected lands.

Are you also aware that congestion costs us \$11 billion per year in the GTHA, and that the 413 will only inflate this expense, as all statistics show that new highways only increase congestion and do not relieve it?

Economically, we are already in the disaster zone with Covid debt. Building the 413 will only exacerbate public debt while actively destroying our quality of life. Highways are extremely expensive to build, are the most expensive form of facilitating land transportation, have a huge environmental footprint, turn fresh water to salt so it becomes useless for our GTA population, and require frequent maintenance which involves directing more public funds to non-public companies. (i.e. privatizing billions in public funds) We simply cannot afford this \$10 billion highway.

We need a balanced transportation model with better socio-economic performance and shared benefits. Ontario has extremely old and out-of-date land-use planning and a transportation policy that is crisis-based. We need an evidence-based, sustainable model of planning and transportation that allows residents the ideal ratio of living within 15 minutes of work, school, and shops, not a plan for sprawl where people are stuck in traffic for significant hours of their day. Highways do not pay taxes and are a drain on the economy. Sprawl-based, 1950s-style development benefits only developers while penalizing everyone else, including buyers forced to move farther and farther from work to find affordable housing.

Truck and vehicle traffic produce high levels of PM 2.5, a neurotoxin underlying the skyrocketing levels of dementia and Alzheimer's in North America. Is this the hellish disease we want to aggravate in our regions, forcing constituents to end their days in questionable long-term care facilities, unable to recognize their own families?

Please do the right thing for your constituents and your neighbours and stop the 413.

Thank you,
Karen Alison
[REDACTED]

"World peace begins with inner peace." HH the Dalai Lama

:

From: Andre Willi [REDACTED] >
Sent: Sunday, March 07, 2021 9:14 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Thank you to Vaughan council

To members of council,

I live and work in Vaughan, Ward 3 and Ward 2 respectively.

I want to thank Councillors lafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

I am requesting that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413. Many other municipalities have voted against it.

This Highway will not benefit Vaughan and causes more environmental damage.

Hopefully this decision will offset our horrendous environmental record.

Andre Willi
Strategic Benefits
[REDACTED] Steeles Avenue West
Vaughan, ON [REDACTED]

[REDACTED]



From: Susan Sigrist [REDACTED] >
Sent: Sunday, March 07, 2021 9:44 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor, Regional Councillors and Local Councillors,

As a longtime resident of Vaughan, Ward 1, I want to thank Councillors Iafrate, Carella, DeFrancesca, Racco and Shefman for their opposition of Highway 413.

I am requesting that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

This Highway will not benefit Vaughan, contrary to the misinformation about its benefits that are being spread by elected officials.

The [expert advisory panel report](#) which led to the cancellation of this highway in 2018 outlined a number of reasons why this Highway is not a good option to move people in the GTA West Region. This report is still relevant.

Mississauga, Brampton, Halton Region and Orangeville have all chosen to oppose Highway 413. Please, it's time our Vaughan Mayor and Regional Councillors do the same.

Sincerely,

Susan Sigrist
Mark Hubbard
Daniel Hubbard
Melissa Hubbard

 Vaughan Residents

Dear Mayor Bevilacqua and Council Members, my name is Tony Malfara and I am a resident of Kleinburg.

I am writing to request that as my Councilors you once again:

- **Bring forward and unanimously vote yes to the motion reversing the endorsement for the proposed GTA West Corridor/Highway 413" similar to the motion passed at the Committee of the Whole Meeting on March 2, 2021, and**
- **That council bring forward and vote yes to a motion that supports the request for a Federal Environmental Assessment.**

As have we, more and more residents in Vaughan are becoming aware of the negative implications of building the 413 Highway. In building Highway 413 our greenbelt would see a giant asphalt corridor run near or right through the sensitive natural environment. In addition, **the proposed Highway will not alleviate existing congestion, but will in fact induce greater traffic.**

As the community becomes better informed, our opposition to the Provincial Government's decision to fast track a project that will have devastating consequences on our quality of life, climate change, GTA watersheds, local ecosystems and the environment in general **will grow larger in number and louder in voice.** Sustaining the GTA's watershed, which prevents flooding while ensuring clean water and healthy ecosystems is critical to the health of Ontario's most populous region.

Building a highway across these valuable lands goes against everything the Province has done over the last two decades to protect the environment and against the City's position with respect to declaring an environmental emergency and the need for environmentally friendly growth.

As our elected City Councilors, you have an obligation to be fully and correctly informed in order to properly represent your constituents, which includes us, our youth, and the future residents of Vaughan. To do so, you must ensure the Provincial Government conducts independent environmental and business assessments and proceeds with the right solutions. **Until then, the only appropriate action is to not endorse the Provinces desire to build Highway 413.**

The Provincial Government has stopped listening and chosen uncontrolled growth over the environment and as a result is biased towards a pre-defined outcome which is Highway 413.

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, without bias, 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.

Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413 based on local opposition and to ask for a Federal Environmental Assessment. **In addition to upholding your decision to remove your support for the Highway, Vaughan should also request a Federal EA as other municipalities have done, just in case the Region or the Province chooses to proceed with the highway .**

Growth is healthy and indeed needed, but it cannot be growth at all cost. It has to be Smart Growth. You have a responsibility to act on behalf of the majority in our community to ensure they are not negatively impacted by the highway, and not the few who have the resources to create information that is biased and shapes the direction of growth in Vaughan and York Region in a manner that benefits them significantly.

There are other solutions.

Be Bold. Instead of using this land for Highway 413, create an environmental buffer between Vaughan and King Township. Leave it in its natural state and create a “**Green-Space Destination**” in Vaughan for all in York Region to enjoy.

Instead of building a highway, insist that this government stops making unilateral decisions and starts to once again follow due process, seeks input from the community, and considers the recommendations and solutions provided by expert stakeholders who were independent and unbiased.

Recommendations that DID NOT INCLUDE A HIGHWAY.

The [expert advisory panel report](#) which led to the cancellation of this highway in 2018 outlined a number of reasons for not proceeding with the 413 highway and was not an effective means for moving people in the GTA West Region. **The report has been largely ignored.**

This highway will not reduce traffic congestion for the residents of Vaughan. It will attract and increase traffic from other communities going through our communities to get to the highway. **If so, why build it?**

The amount publicly stated to build this Highway is not an insignificant amount and many believe will be double the published amount. Some of these public funds could be better directed to alternative and more progressive public transit projects and enhancements to our Regional Road system where significant investment is long overdue and badly needed. **This is particularly important in today’s world where finding public funding will become increasingly challenging and assuming the Highway is not a toll road, which nobody will once again want to use.** Projects to consider include, but not limited to the following.

There are many better and more progressive ways to spend the funds allocated to Highway 413. For commuters in vehicles, provide new public transit options, including:

- The acceleration of Go-Transit projects already approved for Vaughan but awaiting funding.

- Other Public transit and infrastructure projects that were not included due to funding constraints, but could be re-proposed and brought forward in an accelerated manner, and
- Revisit and fund a pilot project to establish Go Service from Bolton to Nashville/Kleinburg, to Woodbridge using existing CP Rail lines.

For Commercial vehicles, ask the Provincial Government to negotiate subsidized access to Highway 407, which is in close proximity to the planned route for Highway 413:

- The use of the underutilized 407, which at present is deemed by commercial users as too expensive. The 407, which I believe is 51% owned by CPPIB has publicly stated it would welcome the opportunity to have more commercial traffic. Require the Provincial Government to explore the establishment of a subsidy to the industry to take vehicles off our Regional Roads and put them on the existing 407 for a timely solution.

At the Committee of the whole meeting last week, the majority of Councilors listened and the motion to withdraw support for Highway 413 was approved. Four councilors, including those who represent Vaughan at York Region did not. We are once again looking for unanimous support at the March 10th meeting of Council, to be strongly represented at the next York Region meeting.

In closing, I would like to thank you for taking the time to read my letter and look forward to your support to:

- **Bring forward to Council and unanimously vote yes to the motion to reverse endorsement for the proposed GTA West Corridor/Highway 413" as was done at the Committee of the Whole Meeting on March 2, 2021, and**
- **That council bring forward and vote yes to a motion that supports the request for a Federal Environmental Assessment.**

Thank you.

Tony Malfara
Kleinburg Ontario

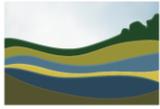
**COMMUNICATION – C39
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

From: Sherman Cunningham <[REDACTED]>
Sent: Sunday, March 07, 2021 11:15 PM
To: Clerks@vaughan.ca
Subject: [External] Hwy 413. Answer definite No

Put it back in the archives and leave it alone. We do not need anymore highways. Let us enjoy the bit of fresh air we have left. My answer is no to the proposed highway

Sent from my iPhone



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

March 8, 2021

**Submission to Vaughan Council on Greater Toronto Area West Transportation
Corridor Update ; March 8, 2021**

Dear Mayor Bevilacqua and Members of Vaughan Council:

Thank you for taking the time to read letters, listening and recognizing the impact of the GTA West corridor on the remaining environmental lands in Vaughan. Thank you to the Councillors who voted to support the motion at the March 1, 2020 Vaughan Council meeting.

Our letter today is to request that: all Councilors unanimously vote yes to the motion reversing the endorsement for the proposed GTA West Corridor as passed as the Committee of the Whole Meeting on March 2, 2021 and that Council bring forward and vote yes to support the request for a Federal Environmental Assessment.

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

The Oak Ridges Moraine Land Trust has been an active 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 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 twin valleys of the Humber and East Humber.

Although the Oak Ridges Moraine Land Trust is not an official resident of Vaughan, many of our supporters live in your community and have voiced their concerns about the disastrous impacts of the proposed GTA West on their natural environment. We also have protected lands near King-Vaughan lands that will be negatively impacted by this proposed highway.

Vaughan Councillors, you can join Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region who have chosen to oppose Highway 413 based on local opposition.

Thank you for your consideration.

A handwritten signature in blue ink that reads "Susan Walmer". The signature is fluid and cursive, with the first name "Susan" being larger and more prominent than the last name "Walmer".

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

cc. Hon. Caroline Mulroney (York-Simcoe) Minister of Transportation
Hon. Stephen Lecce (King-Vaughan)

From: Mario Paura [REDACTED] >
Sent: Monday, March 08, 2021 6:13 AM
To: Clerks@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>
Cc: Jackson, Linda <Linda.Jackson@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; Council@vaughan.ca; Mario Paura [REDACTED] >
Subject: [External] Committee of the Whole & Your Opposition for Hlghway 413

Dear Mayor and Council Members,

- I currently am, and have been a Kleinburg Resident for 20 years (and a Vaughan Resident for nearly 30 years)

- **As a resident of Vaughan, please:**
 - **reaffirm your motion and vote yes to reverse endorsement for the GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting Mar 2nd; and,**
 - **pass a motion to support the request for a federal Environmental Assessment.**

- I would like you to reaffirm your position to not support the Highway without normal

environmental assessments for the following reasons and the material, adverse and negative impact on our community:

- 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
-
- 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 which need to be considered by the Province, including prioritizing goods movement on the 407, and improving transit - these alternatives 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

Please do not hesitate to contact me if you have any questions.

Best regards,

Mario Paura

■ Art Drive, Kleinburg, ON ■



Stikeman Elliott LLP Barristers & Solicitors

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[5300 Commerce Court West, 199 Bay Street, Toronto, ON M5L 1B9 Canada](#)

This email is confidential and may contain privileged information. If you are not an intended recipient, please delete this email and notify us immediately. Any unauthorized use or disclosure is prohibited.

From: Stacey Mortimer [REDACTED] >
Sent: Monday, March 08, 2021 8:15 AM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Stop 413

Dear Vaughan Council,

As a responsible citizen deeply concerned about climate change and climate justice, and thus the impact our decisions as a whole has on all of our relations for generations to come matters. I ask that you be responsible and oppose the proposed HWY 413.

It's time for courage to change how we accommodate human population growth, movement and consumption. The HWY 413 quite simply is a plan that shoves us all, but in particular, the future, directly into the path of irreparable harm.

Environmental impacts have no borders. Climate change has no borders, climate justice has no borders. Money can be better spent on developing world class, equitable, affordable public transport in this province, opening up the 407 (an empty highway), to goods transport, responsible affordable housing for all. And so many other services that looks towards the future.

These things are hard, but we can do hard things. It is our job to do hard things.

Sincerely,
Stacey Mortimer
resident of ontario

--

Stacey Mortimer:

*Settler in solidarity with Indigenous People *Mental Health and Addiction Awareness

Advocate *2SLGBTBQ+ Advocate *Adult Student *Woman 2SSLGBTBQ+ Business Owner of
Greyed Rainbow Painting at gmail dot com supporting women in the trades since 2000.

* [REDACTED]

From: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>
Sent: Monday, March 08, 2021 8:34 AM
To: Clerks@vaughan.ca; Council@vaughan.ca
Cc: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>; Rob Kenedy
[REDACTED] >
Subject: [External] Vaughan Council not Supporting HWY 413 and Stopping the Entire Project

Vaughan Council not Supporting HWY 413 and Stopping the Entire Project

March 8, 2021

Mayor and Councillors:

As a resident of Vaughan, I am requesting that the motion and yes vote to reverse the endorsement for the GTA West Corridors/Highway 413 (at the COW meeting on March 2, 2021) and passing a motion to support the request for a Federal Environmental Assessment of the HWY 413 be supported by all of Vaughan Council.

I am asking for this to be done as a resident of Vaughan, as the environmental impact would be significant in terms of marring the Humber Valley and other waterways. In addition, funds from this unnecessary highway could be spent on badly needed transportation infrastructure, roads, and contributing to Vaughan GO stations. Other objections to this project include the following: the unnecessary paving over of important farmland which feeds our city and fuels our economy; paving over approximately 400 acres of protected Greenbelt lands, mostly in Vaughan; bulldozing through the Nashville Conservation Area; destroying important forests in Vaughan including a 1.5 km stretch around the twin valleys of the Humber and East Humber Rivers; undermining [Vaughan's 2019 climate emergency](#) declaration by increasing greenhouse gas emissions from vehicle traffic and reducing climate resilience; and creating more local air pollution from vehicle traffic.

Best,

Robert A. Kenedy
President of the MacKenzie Ridge Ratepayers Association

■ Giorgia Cres
Maple, ON

■
mackenzieridgerpa@gmail.com
■

CC: clerks@vaughan.ca, council@vaughan.ca

From: Theresa Molle <[REDACTED]>

**COMMUNICATION – C44
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

Sent: Monday, March 08, 2021 9:15 AM

To: Clerks@vaughan.ca
Subject: [External] Fwd: Stop 413

Please respect our environment and stop 413. Our future lives depend on a healthy environment globally and locally!
Sent from my iPad

Begin forwarded message:

From: Theresa Molle
Sent: Monday, March 08, 2021 9:15 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Stop 413



**COMMUNICATION – C45
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Theresa Molle [REDACTED]

Date: February 27, 2021 at 3:26:48 PM EST

MEMO

Totally WITH the Stop 413 Highway Group.

Please respect our environment and stop 413. Our future lives depend on a healthy environment both globally and locally. Future food security will become increasingly important. Our green spaces are extremely important for our body and mind as Covid 19 has shown us !



March 8, 2021

Dear Mayor Bevilacqua, Members of Council, and City Staff:

As I observed the March 2, 2021 committee of the whole meeting, I listened carefully to Council's comments regarding Miss. Ford's concerns and Councillor Carella's motion not to support the Highway 413 project. After having time to collect my thoughts on what transpired, it seems that Councillor Carella's motion put forward and passed through committee of the whole "jumped the gun." It was not appropriate for the motion to be considered, approved, and ratified without reviewing all the facts regarding a serious infrastructure project like this one before you. My request to Council is to defer the motion not to support the Highway 413 project made by Councillor Carella, Seconded by Councillor De Francesca so that staff can provide Council with a comprehensive report regarding the GTA West Corridor Highway 413 project.

The GTA West Corridor Highway 413 has been planned and approved within previous Official Plans and currently approved within the Vaughan Official Plan 2010. Council has supported the project's build numerous times over the last six years, most recently, June 2020, relying on staff's recommendations of continuing to support this project. During this meeting, not one Councillor who voted for Councillor Carella's motion questioned staff or requested staff's previous input/recommendations regarding the Highway 413 project. We must not jump to hasty conclusions when dealing with sensitive and serious topics such as this.

It is not wise and responsible for Council to consider and accept the conclusions made by one side of the argument without hearing all the facts. Vaughan's current Council was elected to fix the traffic issues in our city. This highway plays an essential part in the goal of traffic relief within the City of Vaughan. Not considering long-term traffic solutions for our city, like the Highway 413 project, would be short-sighted and detrimental to a balanced approach regarding sustainable growth in our city and improvements to the quality of life of current and future residents of Vaughan.

Yours truly,

Victor Lacaria – Licensed Paralegal

Concerned Weston Downs Resident – [REDACTED] Polo Crescent

[REDACTED]

**COMMUNICATION – C47
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Judith Tenenbaum [REDACTED]
Sent: Monday, March 08, 2021 10:39 AM
To: Clerks@vaughan.ca
Subject: [External] Proposed Highway 413

Dear Mr. Mayor and Members of Council,

I am certain by now that you are all very familiar with the objections to the proposed Highway #413.

There is documented proof that this highway is not required.

With the provincial government's recent announcement that it will grow the Greenbelt it seems inconceivable that the highway should go ahead.

I would urge you to reconsider your support for the project as have other prominent municipalities. We are stewards of our communities for the future.

Once gone, water and greenspace cannot be replaced.

Thank you for your consideration.

Yours truly,
Judith Tenenbaum

[REDACTED] Collard Drive,
King City, ON
[REDACTED]
[REDACTED]

From: [REDACTED] >

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

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

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
■ Hanson Court
Woodbridge, ON

■
■

From: evelyn dengerink [REDACTED]
Sent: Monday, March 08, 2021 11:12 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor and Councillors,

As a resident of Vaughan I want to thank Councillors lafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

I am requesting that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

This Highway will not benefit Vaughan, contrary to the misinformation about its benefits that are being spread by elected officials.

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. This report is still relevant.

Mississauga, Brampton, Halton Region and Orangeville have all chosen to oppose Highway 413. It's time the Mayor and Regional Councillors did the same.

Thank you,

Evelyn Dengerink

From: Susan Beharriell [REDACTED]
Sent: Monday, March 08, 2021 11:40 AM
To: Clerks@vaughan.ca
Subject: [External] FW: Highway #413 from D Starritt

I am assisting a colleague to send his letter to Council for the meeting tomorrow.

Thank you.

S Beharriell

Mayor and Members of Council

My name is Dennis Starritt and I am a resident of your neighbour, King Township.....I am writing to applaud and support those wise councilors who are opposing the proposed construction of Highway 413.

Anyone who is a student of roadway transportation will know that the automotive industry is totally confident they will implement stage 5 autonomous driving possibly within 5 years and most certainly within 10 years.....Either time horizon is no doubt before the first vehicle would ever travel on the proposed Highway 413.....And the early adopters of autonomous driving will without question be the commercial truck fleet.....From delivery vans to 18 wheelers.....

Autonomous driving will constitute a major disruption to the utilization of our traffic corridors.....The major impact will be greatly increased capacity of existing infrastructure.....No longer will road traffic need to accommodate the diverse behavior of every individual driver.....Autonomously driven cars and trucks will adjust to one another much more rationally than do today's drivers.

My point: this is a huge misallocation of our scarce provincial financial resources to build a new traffic corridor paralleling Highways #401 and #407 in the face of the uncertainty regarding traffic needs as the upheaval of autonomous driving comes to bear.....And this argument simply reinforces the objection to running a traffic corridor through the environmentally sensitive areas of the proposed layout.

A much superior use of resources would be planning and facilitating the implementation of low capacity, flexible group transportation in autonomously driven electric vehicles that will be available within the next decade.....And probably sooner than we think.

**COMMUNICATION – C51
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Susan Corley [REDACTED] >
Sent: Monday, March 08, 2021 1:00 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Re: GTA West Corridor/Highway 413

Dear Mayor and Councillors,

As residents of Vaughan, we ask you to please vote “Yes” to reverse endorsement for the GTA West Corridor/Highway 413 as was done at the Committee of the Whole meeting March 2nd; and pass a motion to support the request for a Federal Environmental Assessment.

Given that there are viable alternatives to this highway which need to be considered by the Province, including prioritizing goods movement on the 407, and improving transit – the proposed highway route would seriously impact the future of Vaughan residents. Creating more local air pollution from vehicle traffic, the environmentally negative impacts of paving over important farmland and approximately 400 acres of protected Greenbelt lands, bulldozing through the Nashville Conservation Area, and destruction of forests around the Humber and East Humber rivers, will not only reduce climate resilience but also affect citizens’ general well-being by removing natural wild life proximity and recreational benefits.

We understand that other municipalities which would be affected by the proposed Highway, including Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen locally to oppose Highway 413, and we hope that our Vaughan representatives will do likewise.

Sincerely,

David and Susan Corley

[REDACTED]

**COMMUNICATION – C52
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

From: Haohai Ma [REDACTED] >

Sent: Monday, March 08, 2021 1:04 PM

To: Clerks@vaughan.ca

Subject: [External] A citizen and resident from Vaughan to Support the 413

Dear city officer,

I am a resident living in new Kleinburg. I support the proposal of 413. I say NO to the campaign which is trying to withdraw it. You can reach me by replying the email or [REDACTED]

Cheers,

Chris

From: Tony Kiru [REDACTED] >
Sent: Monday, March 08, 2021 1:47 PM
To: Clerks@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>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Council@vaughan.ca; Ciampa, Gina <Gina.Ciampa@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>
Cc: ec.ministre-minister.ec@canada.ca; Deb.Schulte@parl.gc.ca; stephen.lecce@pc.ola.org; caroline.mulroneyc@pc.ola.org
Subject: [External] Vaughan Council - Meeting March 10, 2021 - Council Agenda Item 7(12) - GTA West Corridor/Highway 413

Dear Mayor Bevilacqua and Councillors,

My family resides in the area of Highway 27 and Kirby Road in Kleinburg. The proposed Highway 413 will run less than a kilometre north of our property, on the opposite end of vast TRCA lands that are next to our property.

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 for the GTA West Region. In addition, Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413.

As a resident of Vaughan, I am requesting that the members of Vaughan council reaffirm your motion and unanimously vote to ratify its decision to reverse endorsement for the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2, 2021 and pass a motion to support the request for a federal Environmental Assessment.

Tony Kiru, B.A., LL.B
[REDACTED] Orico Court, Kleinburg

From: g c [REDACTED]
Sent: Monday, March 08, 2021 2:13 PM
To: Clerks@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>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Council@vaughan.ca; Ciampa, Gina <Gina.Ciampa@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>
Cc: ec.ministre-minister.ec@canada.ca; Deb.Schulte@parl.gc.ca; stephen.lecce@pc.ola.org; caroline.mulroneyc@pc.ola.org
Subject: [External] Vaughan Council - Meeting March 10, 2021 - Council Agenda Item 7(12) - GTA West Corridor/Highway 413

Dear Mayor Bevilacqua and Councillors,

My family resides in the area of Highway 27 and Kirby Road in Kleinburg. The proposed Highway 413 will run less than a kilometre north of our property, on the opposite end of vast TRCA lands that are next to our property.

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 for the GTA West Region. In addition, Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen to oppose Highway 413.

As a resident of Vaughan, I am requesting that the members of Vaughan council reaffirm your motion and unanimously vote to ratify its decision to reverse endorsement for the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2, 2021 and pass a motion to support the request for a federal Environmental Assessment.

Gina Ceci, B.A., LL.B
[REDACTED] Orico Court, Kleinburg



**COMMUNICATION – C55
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

March 9, 2021

TO: Town of Vaughan Council
RE: GTA West Highway 413

Dear Mayor Maurizio Bevilacqua and Councillors,

The Federation of Urban Neighbourhoods (Ontario) Inc. (FUN) represents many residents' associations in Ontario's urban areas. Resident associations in turn are engaged with their municipal governments in land use planning and development, and advocacy regarding policy and priority setting re service provision, and revenues. FUN believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment, and social renewal.

The Federation of Urban Neighbourhoods has serious concerns with the proposal to proceed with the Highway. It represents the start of what is in essence a whole new 400 series highway system north of Toronto.

Our concerns can be summarized as follows:

1. The highway, if built, would encourage and facilitate an unprecedented level of urban sprawl in the GTA, which would destroy important green spaces and prime farmland.
2. It will incur a significant cost to taxpayers which will be borne by the Provincial Government alone (the Federal Government has indicated it will NOT cost-share).
3. People who live along the highway route (your residents) will suffer health impacts.
4. Commuters will see little to no benefit from these highways. And in any case the pandemic has drastically changed our commuting patterns.

This is to request that Vaughan Council:

- 1) Reverse your support and endorsement for the GTA West Highway 413;
- 2) Officially request the Federal Government to conduct an Environmental Assessment of the proposed highway;
- 3) Request the Auditor General's Office to conduct a cost/benefit analysis on the GTA West corridor and the Bradford Bypass; and
- 4) Request the Ontario Government to take immediate steps to force the owners of Highway 407 to lower the highway toll rates for trucks so that trucks will no longer avoid Highway 407.

Respectfully submitted,

Geoff Kettel

Geoff Kettel, President

To: City of Vaughan Council

From: Victoria Nguyen

Subject: City of Vaughan Council Meeting – March 10, 2021
7 -12 Presentation - Irene Ford asking Vaughan Council to reverse endorsement
of the proposed GTA West Corridor/Hwy 413

Date: March 8, 2021

Dear Mayor Bevilacqua and Council Members,

My name is Victoria Nguyen. I am a resident of King Township, just north of Pine Valley Dr and King-Vaughan Rd. I am requesting that the members of Vaughan council ratify their decision to reverse endorsement for the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2, 2021; and pass a motion to support the request for a federal Environmental Assessment.

Vaughan already has direct access to Highway 427, 400, and 407 and Hwy 413 would be directly parallel and only minutes north of the 407. The proposed 413 is also minutes away from Highway 401, 404, and 410. Money set aside for this project would be better spent on public transit projects for reasons such as, it benefits communities financially, reduces air pollution, increases fuel efficiency, reduces traffic congestion, increases mobility, and encourages healthy habits among Vaughan residents. Please keep in mind that with an aging population in Vaughan, the focus should be on public transit projects.

Vaughan is one of the most preferred living destinations in Canada, offering green spaces comparable to cities like Pickering and Ajax. It is home to luscious vegetation, ravines, eye-catching sceneries, and many wildlife. Continuing with this project will have devastating consequences on climate change, GTA watersheds, local ecosystems and the environment in general. The world's largest protected green space, Ontario's Greenbelt, would see the giant asphalt corridor run right along its southern edge and right through some sensitive natural ecosystems. Sustaining the GTA's watershed, which prevents flooding, ensures clean water and healthy ecosystems is critical to the health of Ontario's most populous region. Building a highway across these lands goes against everything the Province has done in the last two decades to protect the environment.

Please support environmentally sound decision making, listen to the well thought out and reasonable arguments made by Vaughan and neighboring residents that will be most affected by Highway 413 driving through their fields and farms, and who do not want to see this multi-billion-dollar highway project built.

I respectfully request that the members of Vaughan Council unanimously vote yes to ratify its decision to reverse its endorsement of the proposed GTA West Corridor Highway 413 and pass a motion to support the request for a federal Environmental Assessment.

Sincerely,
Victoria Nguyen



From: Katherine Molle [REDACTED] >
Sent: Monday, March 08, 2021 7:42 PM
To: Susan Corley [REDACTED]; Clerks@vaughan.ca; Council@vaughan.ca; Nadia Filoso [REDACTED] >; Valerie [REDACTED] >
Subject: [External] Re: GTA West Corridor/Highway 413

Dear Mayor and City Councillors,

As long time residents of Vaughan, we also ask you to please vote “Yes” to reverse the endorsement for the GTA West Corridor/ Highway 413 as was done at the Committee of the Whole meeting March 2nd; and pass a motion to support the request for a Federal Environmental Assessment.

My husband and I thoroughly agree with Mr. and Mrs. Corely’s clear and eloquent explanation of concerns, the health implications for the surrounding residents and the environmental devastation this would have on our precious lands and natural habitats.

We hope as our city officials, you will respect our environment. Our future lives depend on a healthy environment both globally and locally!

Sincerely,

Robert Craig and Katherine Molle
[Sent from Yahoo Mail for iPhone](#)

On Monday, March 8, 2021, 1:00 PM, Susan Corley <[REDACTED]> wrote:

Dear Mayor and Councillors,

As residents of Vaughan, we ask you to please vote “Yes” to reverse endorsement for the GTA West Corridor/Highway 413 as was done at the Committee of the Whole meeting March 2nd; and pass a motion to support the request for a Federal Environmental Assessment.

Given that there are viable alternatives to this highway which need to be considered by the Province, including prioritizing goods movement on the 407, and improving transit – the proposed highway route would seriously impact the future of Vaughan residents. Creating more local air pollution from vehicle traffic, the environmentally negative impacts of paving over important farmland and approximately 400 acres of protected

Greenbelt lands, bulldozing through the Nashville Conservation Area, and destruction of forests around the Humber and East Humber rivers, will not only reduce climate resilience but also affect citizens' general well-being by removing natural wild life proximity and recreational benefits.

We understand that other municipalities which would be affected by the proposed Highway, including Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region have all chosen locally to oppose Highway 413, and we hope that our Vaughan representatives will do likewise.

Sincerely,

David and Susan Corley



**COMMUNICATION – C58
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Michael A. DiMuccio [REDACTED]
Sent: Monday, March 08, 2021 7:55 PM
To: Rosati, Gino <Gino.Rosati@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca; Council@vaughan.ca; Carella, Tony <Tony.Carella@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>
Cc: goodvibesintl@gmail.com
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor Bevilacqua and the members of Vaughan Council,

My name is Michael DiMuccio, and I am a resident of Vaughan Ward 1.

I write, requesting that the members of Vaughan Council reaffirm your motion and unanimously vote in favor of ratifying the decision, made March 2, 2021 at the Committee of the Whole Meeting, to reverse your endorsement for the proposed GTA West Corridor/Highway 413; and in addition pass a motion to support the request for a federal Environmental Assessment, should the Provincial government insist on proceeding with its plans against the will of the people.

Twenty-five years ago I had the good fortune of being able to choose anywhere in the world to live. I made the decision to remove myself from the hustle and bustle of living too close to the spawl. I sought a protected area, nestled among the trees and was one of the first in the area. In fact, cutting a tree down on my property requires the consent of the City, after it has been approved by Environmental agency.

Mr. Bevilacqua you asked, “what’s changed?”

What hasn’t, would surely be a shorter list, but I will limit myself to the issue at hand. Out of virtually nowhere, during a year of global crisis and vulnerability, I now find my home and my environment in the crosshairs (within 500m) of a very destructive and ambitious commercial project. I am no longer protected, on account of the dishonorable circumvention of the environmental and democratic process we have relied on to safeguard our future, thanks to our Provincial government and the many private interests driving this behavior. I have taken it upon myself with a small group to create an online ‘town hall’, to give us the public platform we have been denied to date. We are now over 1600 members and growing; sharing what we know, with who we know, and what we can do to redirect our financial and intellectual resources in a way that is progressive – not redundant.

The world operates through a different lens today. The phrase 2020 is hindsight, gives new meaning to the past not being equal the future. Yet, we must take responsibility for past failures and ensure we are not making the same mistakes just because we agreed at one point with the narrative last year. This issue appears to be drawing a clear line among concerned citizens as to who is to be trusted with the will of the citizens – “representative democracy”, as recently expressed by Councillor Caretta (thank you).

I prefer not to parrot the points already written to you by the many as to why the 413 as proposed is a bad idea. Quoting the expert advisory panel report which led to the cancellation of this highway in 2018 may

have more than enough reasons. I'd rather keep it simple. Putting people and planet ahead of profits is good business and good politics.

In the early 60's, as the man in charge of the space program, Dr. Werner von Braun was asked by President John F. Kennedy "What would it take to get a man on the moon?" In less than ten seconds he replied... "The will to do it." We may not know the ideal solution at this moment, but we can decide we have the will to discover it.

Warmest Regards,

Michael A. DiMuccio

[REDACTED]

[REDACTED]

"Success is the progressive realization of a worthy ideal." Earl Nightingale

To Mayor Bevilacqua, Councillors and Regional Councillors,

March 8th, 2021

Being a long-time resident in Ward 1, I'm requesting that the members of Vaughan Council officially reaffirm your motion and vote yes to reverse endorsement of the proposed GTA West Corridor/Highway 413 as at the Committee of the Whole Meeting on March 2nd, 2021. I also ask you to pass a motion to support the request for a Federal Environment Impact Assessment.

The \$6 – \$10 billion and most likely higher cost to build this mega highway that will merge into an already gridlocked highway 400, is just not justified for 30 seconds' commute time savings. We do not need more traffic in Vaughan, we need better modes of transportation and viable alternatives. People want to live in areas with greenspaces, to enjoy Conservation areas and backyards. People want transportation options which do not always include a car to commute.

Ultimately you will sustain the greenbelt, wetlands and woodlots; which in turn prevent flooding, provides a healthy ecosystem which is critical to your resident's health and wellbeing. Preserve the farmlands for our much-needed food and sustain the many people employed in that area. Please follow the lead of Mississauga, Halton Region, Orangeville, and Halton Hills who have all chosen to oppose Highway 413 based on local opposition and sound reasoning.

Highways bring about the need to widen all surrounding roads which leads to even greater loss of lands, more traffic and resulting greenhouse gas emissions. Don't undermine Vaughan's 2019 Climate Emergency declaration. Please support an environmentally sound decision, develop infrastructure with a Greener future in mind. Think back to the expert advisory panel report which led to the cancellation of this highway in 2018.

Everyone, I ask you to find a way to preserve and incorporate the beauty of the Northern part of Vaughan as you plan the future of the area.

Members of Vaughan Council I ask you please;

- A) Officially reaffirm your motion and unanimously vote yes to reverse endorsement of the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2nd, 2021 and,**
- B) Pass a motion to support the request for a Federal Environmental Impact Assessment**
- C) For a recorded vote**

Respectfully,

Alexandra Ney

Resident of King Vaughan Road [REDACTED]

From: Elena Zeppieri [REDACTED] >

Sent: Monday, March 08, 2021 11:40 PM

To: Clerks@vaughan.ca

Cc: DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>

Subject: [External] Reverse Endorsement of GTA West Corridor/Stop The 413

To: City Clerks Office

RE: Reverse Endorsement of GTA West Corridor / Stop the 413

Dear City Council,

I have been a resident of Vaughan since 1985 and I have seen the growth that this City has experienced in the past 30+ years. Some of the growth and planning has been great and some of the decisions for growth have not been so great. However, the plan to introduce a new mega series 400 highway in an effort to save 60 seconds from any one's commute at the cost of the environment is the worst planning yet. I urge City Council who are Vaughan's ELECTED representatives to act on behalf of what is best for Vaughan's residents. Destroying our green space is not what the residents want. We want better transportation options - this does not mean increasing the amount of cars and trucker-trailers on the road. We would like to see more walkable spaces, safe cycling options, better bus route options that connect at various intersections to take advantage of the new subway line at Highway 7 / VMC. We would like to see a plan that moves residents, not a plan to box in Vaughan and it's residents between mega highways.

The previous Liberal government suspended the highway based on recommendations from an [Expert Advisory Panel Report](#) that demonstrated the initial EA was flawed and there were other more viable solutions never fully explored such as better utilization of the 407.

I urge all the members of City Council to Reverse Endorsement of GTA West Corridor/Stop The 413 for the better livelihoods of all Vaughan residents and Support the [request for the Federal Impact Assessment](#).

Thank you,

Elena Zeppieri

From: david toyne [REDACTED] >
Sent: Tuesday, March 09, 2021 8:29 AM
To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Jackson, Linda <Linda.Jackson@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; Gill Evans [REDACTED]
Subject: [External] Upper Cold Creek Farm requests that Vaughan council DOES NOT support Highway 413

Dear Mayor and Councillors,

My wife, Gillian Evans, and I live on her family's 3rd generation cattle farm on Pine Valley Drive near Major Mackenzie. The farm has been in the family for nearly 90 years. As you can imagine, we are seeing a lot of change in the neighbourhood. Farms that produced food for Ontarian's are being paved over in favour of massive single family homes. The landscape is indeed changing, irrevocably.

We believe that Councillor lafrate does a terrific job representing our interests and has always been supportive of our strong and consistent view that we must balance development (needed for both population growth and raising funds for the city's ongoing operations and infrastructure investments) against the imperative to consider the longer term vision of our community 50 and indeed 500 years out. Balancing housing development with natural, cultural and agricultural heritage are principal roles that your constituents entrust to you.

So **it was with enormous pride that we witnessed the 5:4 vote to overturn Vaughan council support of the GTA West highway.** A highway we won't need in a future that requires far less individual transport. The future is churning rapidly (I encourage you to read "The future is faster than you think" - it will give you a sense of just how rapidly things are changing with the vaccine being a great example) and looking out 15-25 years, we simply won't need this highway. The transportation system of 2035 is going to be dramatically different than 2010 when this highway was first under consideration.

Thank you to the five councillors who stood together for the right decision for our fellow Ontarian's, those alive today and yet to be born. I am hopeful that we can gain unanimous consensus with the Mayor and Regional Councillors joining the growing number of cities that DO NOT support this unnecessary highway.

\$6 billion (likely to be much more) is money better invested in far more pressing priorities for our province and our region (public transit, for example).

Saving our cultural, natural and agricultural heritage by not paving over more of Ontario's prime farm land, forests and river valleys will be reflected in a far more important and lasting legacy for this council than approving a highway we simply don't need.

Thank you for reading my note and thank you for supporting a future without the 413 highway.

David Toyne
Upper Cold Creek Farm
[REDACTED] Pine Valley Drive
Woodbridge

March 9, 2021

Dear Mayor Bevilacqua and all council members of Vaughan. My name is Bruno Malfara. I live at [REDACTED] Orico Court, Kleinburg Ontario

I'm writing to ask you folks once again to support the motion put forth to stop the 413, as was done at the Committee of the Whole meeting on March 2, 2021

I'm also asking that you support a motion requesting a Federal Environmental Assessment. As you know the Provincial Government has all but eliminated the EA process at the provincial level

We need you as our elected municipal officials to help us put a stop to this highway. We all know this highway will destroy sensitive greenspace as well as many hectares of farmland. This road is an environmental disaster. This 413 will be a highway to nowhere. It will become another underutilized 407 as there will be tolls on this road.

It has been noted by a panel of experts that there are alternatives to this Highway. Alternatives that will still help achieve economic growth and help the city prosper. I would advise you to lean heavily on their recommendations.

We need solutions now and building a Super highway will not achieve short term relieve for the community. The city cannot wait that long. It should also be noted that the existing community will not benefit from the construction of the Super Mega Highway 413. On the contrary it will only cause more gridlock (Induced Demand)

Work with the other levels of government to open up new transit and betterment of existing GO Train and freight lines as well as parking facilities. We need to better the overall experience of taking public transit. If governments can accomplish this transit will be used more often. You need to be part of the solution to providing more reliable, friendly public transit. This compared to a Super highway can be achieved using fewer taxpayer's dollars and a shorter time frame

Folks, let's not forget the 413 will cost north of Ten Billion dollars. Don't believe for one minute it will only cost Six Billion. Please think of what can be achieved with Ten Billion

A Super Highway will only increase immensely our carbon footprint. It is the responsibility of all governments to reduce carbon emissions. Why would you vote to support such a highway?

Folks, you have a great opportunity to help plan the city of the future (15-minute City) You have the opportunity to protect greenspaces so that we and our grandchildren can enjoy what nature took millions of years to build. You have the opportunity to be pioneers and help save the planet. Send a message to the Province say no to the 413. We as a community want to move forward with more responsible, environmentally developments. We as a community are not against development but it must be planned in a reasonable environmentally manner.

Folks, you have a great opportunity to be leaders and be pioneers, please vote to STOP THE 413

Thank you

Bruno Malfara

From: Sustainable Vaughan <sustainablevaughan@gmail.com>
Sent: Tuesday, March 09, 2021 9:10 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor and Councillors,

I would like to thank Councillors Iafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

The Mayor asked what had changed since the time Council voted unanimously to support the Highway. It's very simple, awareness. Thanks to the ongoing media coverage, citizens have become aware of the detrimental impacts of this project and the people it is actually meant to benefit.

Citizens that are not typically vocal or environmental advocates are angry, getting organized and starting to push back against the Provincial Government and this Council. This push back will continue. These are educated, well off, and well connected citizens that are not used to being told they can't get something done.

I was waiting to see if the Mayor would attempt to sell this project to the public. If it is such a benefit to Vaughan, would we not expect to see the Mayor speak up publically to defend it, speak to its virtues and counter Bonnie Crombie's resistance to it. The fact that he did not do this is very telling. I have no doubt the Mayor has been lobbying Ward Councillors to change their position behind the scene. What he hasn't done in public is very telling.

I am requesting that members of Council stand firm and reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

Thank you,

Sony Rai
Sustainable Vaughan

**COMMUNICATION – C64
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

To: City of Vaughan Council

From: Jennifer Schramm

Subject: City of Vaughan Council Meeting – March 10, 2021
7 -12 Presentation - Irene Ford asking Vaughan Council to reverse endorsement of the proposed GTA West Corridor/Hwy 413

Date: March 9, 2021

My name is Jennifer Schramm. I am a resident of King Township, just north of Pine Valley Dr and King-Vaughan Rd. I run my therapy/wellness retreat business here and a quiet space is vital to my work and peoples mental health. There are very few quiet spaces close to the city and the major highway will take that quiet space away from people who are really benefiting for their mental health and well being.

I am requesting that the members of Vaughan council ratify their decision to reverse endorsement for the proposed GTA West Corridor/Highway 413 as was done at the Committee of the Whole Meeting on March 2, 2021; and pass a motion to support the request for a federal Environmental Assessment.

Continuing with this project will have devastating consequences on climate change, GTA watersheds, local ecosystems and the environment in general. The world's largest protected green space, Ontario's Greenbelt, would see the giant asphalt corridor run right along its southern edge and right through some sensitive natural ecosystems. Sustaining the GTA's watershed, which prevents flooding, ensures clean water and healthy ecosystems is critical to the health of Ontario's most populous region. Building a highway across these lands goes against everything the Province has done in the last two decades to protect the environment.

Please follow the lead of Mississauga, Halton Region, Orangeville, Halton Hills and Halton Region who have all chosen to oppose Highway 413 based on local opposition.

Money set aside for this project would be better spent on public transit projects.

Please support environmentally sound decision making, listen to the well thought out and reasonable arguments made by Vaughan and neighboring residents that will be most affected by Highway 413 driving through their fields and farms, and who do not want to see this multi-billion-dollar highway project built.

I respectfully request that the members of Vaughan Council unanimously vote yes to ratify its decision to reverse its endorsement of the proposed GTA West Corridor Highway 413 and pass a motion to support the request for a federal Environmental Assessment.

Sincerely,
Jennifer Schramm, 

**COMMUNICATION – C65
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

From: Marina Dykhtan [REDACTED]
Sent: Tuesday, March 09, 2021 10:32 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Council Meeting March 10, 2021 (#7, Item 12) GTA Highway 413

Dear Mayor and Councillors,

I am a Vaughan resident, and have been residing here for more than 20 years.

As a resident of Vaughan I want to thank Councillors lafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

I respectfully request that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

I firmly believe that the proposed Highway will not benefit Vaughan, contrary to the information about its benefits that are being spread by elected officials. I believe that this mega-highway will rip through our community with devastating impacts on our homes, our communities, our farmland, our wetlands, and will pave over many hectares of Greenbelt in Vaughan despite the Province's promises to protect the Greenbelt. It will also add more polluting cars and trucks to our roads and increase the region's greenhouse gas emissions. Your constituents could see devastating impacts to their farms, wetlands, and water sources that will not be known until it's too late. Your continued endorsement of the Province's plans for this highway tells residents that York Regional Council does not support preserving the Greenbelt, prime agricultural land, wetlands and water sources, and urgent action on climate change.

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. This report is still relevant today.

Mississauga, Brampton, Halton Region and Orangeville have all chosen to oppose Highway 413. It's time the Mayor and Regional Councillors to do the same.

Thank you,

Marina Dykhtan
[REDACTED] Princess Isabella Court

Vaughan, ON

From: Lewis Taylor [REDACTED] >
Sent: Tuesday, March 09, 2021 11:19 AM
To: Clerks@vaughan.ca
Subject: [External] We do not want the 413!!!

To whom it may concern -

I am reaching out to complain about this highway which is being forced on the City of Vaughan, and we do not want it!! Please do not endorse the Highway 413/GTA West Corridor. It benefits only the developers and NO ONE ELSE!!!

Regards

Skip Taylor
Kleinburg, ON

From: Hatem Abu El-Neel [REDACTED]
Sent: Tuesday, March 09, 2021 11:35 AM
To: lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Clerks@vaughan.ca; Regional Clerk <regional.clerk@york.ca>
Subject: [External] Help Stop Highway 413

To members of council,

I live in Ward 2 in Vaughan

I want to thank Councillors lafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

I am requesting that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413. Many other municipalities have voted against it.

This Highway will not benefit Vaughan and would cause irreversible environmental damages.

Hopefully this decision will help improve our environmental record in Vaughan.

Thanks,

Hatem ABOU EL NILE

Kilmuir Gate, Vaughan

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

From: Gillian Evans [REDACTED] >

Sent: Tuesday, March 09, 2021 11:55 AM

To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@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>

Cc: Clerks@vaughan.ca; David Toyne [REDACTED] >

Subject: [External] Upper Cold Creek Farm requests that Vaughan council DOES NOT support the Highway 413

Dear Mayor and Councillors,

As a third generation family that has been in the Vaughan region for 90 years, living on a cattle farm, I was encouraged to hear the Council overturning the support of the GTA West Highway in a vote of 5:4.

Vaughan has seen more change over the past decade with the population moving north of the City of Toronto and needing housing and the services needed to support the growth.

A new highway isn't going to change much for Vaughan other than encourage more people to drive and have more vehicular traffic cutting through communities to save time. The public transit in York Region is not well used as the roads just keep getting wider to accommodate more traffic. In this climate crisis we should be doing all we can as a municipality to encourage people to take climate friendly options like trains and buses. If we continue to develop road systems the cars will continue to prevail.

I remain optimistic that we can gain increased support to encourage the Province to put the funding to places that create an investment in the infrastructure necessary to ensure places like Vaughan are prepared for the future transit opportunities that will protect our environment and support connecting our communities.

Thank you for reading this letter and supporting a future without the 413 Highway.

Sincerely,

Gillian Evans
Upper Cold Creek farm
[REDACTED] Pine Valley Drive
Woodbridge, Ontario

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 2016¹ was

¹ 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 place².

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**³.

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 meeting⁴. 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 process⁵ to fast track the highway and enable construction prior to approval of the final EA. There is so much uncertainty

² Block 41, Jane and Teston Walmart Distribution Facility, Jane and Rutherford Condominiums

³ 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)

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

⁵ <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

Toronto

March 9, 2021

Chris Barnett
Direct Dial: 416.862.6651
CBarnett@osler.com

Montréal

Calgary

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1

**COMMUNICATION – C70
COUNCIL – March 10, 2021
Committee of the Whole (Public Meeting)
Report No. 9, Item 5**

Ottawa

Vancouver

Dear Mayor and Members of Council:

New York

**Public Meeting – March 2, 2021, Item 3.5
Files: OP.20.014, Z.20.038 and 19T-20V007**

We act on behalf of 72 Steeles Holdings Limited and 7040 Yonge Holdings Limited (collectively referred to as “**Humboldt Properties**”), the applicants in the above noted applications for Official Plan and zoning by-law amendments and draft plan of subdivision approval.

Our clients appreciated the opportunity to provide an overview of their vision for their properties at this important gateway into Vaughan, and to hear feedback from the community and members of Council. We would like to respond to some of the questions and concerns that were posed at the public meeting for staff and Council to consider while these applications are being reviewed.

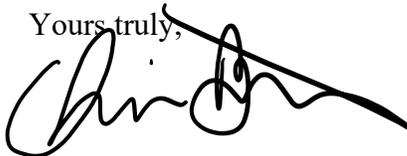
- 1. Co-ordination:** Our clients share the view that there is a need for a co-ordinated approach to be taken with respect to the planning and development in the Yonge-Steeles Secondary Plan area. They have been actively involved in all aspects of co-ordinated planning for many years. To that end, they have attended both meetings of the Vaughan Yonge Steeles Centre Working Group chaired by Councillor Shefman. They have been actively involved in the planning for this area during the development of the Secondary Plan, and have participated in the mediation of their appeals of the Plan at the LPAT. They have also reached out to, and met with, representatives of the Springfarm Ratepayers Association, and will continue to do so throughout this process. Our clients are also members of the Yonge Steeles Landowners Group, and are deeply involved in the ongoing discussions internal to that Group looking at all aspects of the development of this area. They have also reached out to, and met with, neighbouring landowners who are not members of the Group to make sure that they are aware of our clients plans, and to receive information on what is being proposed in the surrounding area.
- 2. Contributions to infrastructure:** As part of their commitment to co-ordinated planning, our clients have shown on their applications land that will form part of the future transportation network, including the extension of Powell Road and Royal Palm. We note that the City’s adopted secondary plan shows the Powell

Road extension as being further to the west, but as a result of co-ordination with surrounding land owners our client has included part of the extension on its lands.

3. **Contributions to parkland:** While the input received from the public meeting was very helpful, we did find the tone of some of the submissions on parkland to be unfortunate and inaccurate. In particular, the suggestion that our clients were proposing “Appropriation of Public Park Space”¹ parkland for private use is entirely inaccurate. Our clients have filed applications for the land it owns. The fact that the City has proposed some parkland on part of that privately owned land in a document that has been appealed and is not in force does not change the private ownership of that land. Our clients are committed to providing public space as part of its applications and will continue to discuss with City staff and stakeholders the best size, configuration, and location for that space.
4. **Angular Plane:** The angular plane drawings provided as part of the reports submitted to the City show the plane measured in a manner that is consistent with the City’s Urban Design Guidelines and Official Plan policies. The plane is measured from the rear of the property lines of the homes on Crestwood, as set out in Official Plan policy 9.2.3.6 c).

Our clients look forward to the opportunity to continue to discuss their applications with staff, members of Council and other stakeholders as this process moves forward.

Yours truly,



Chris Barnett
Partner

CB:s

c: Humboldt Properties Limited

¹ P. 4 of Communication C28.

From: JAMES MAYNARD [REDACTED] >
Sent: Tuesday, March 09, 2021 12:22 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Highway 413

Dear Mayor and Councillors,

I am requesting that members of Council reaffirm their motion and vote yes to ratify opposition to the GTA West Corridor/Highway 413.

This Highway will not benefit Vaughan, contrary to the misinformation that has been given to the public.

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. This report is still relevant.

Mississauga, Brampton, Halton Region and Orangeville have all chosen to oppose Highway 413. Thank you to Councillors Iafrete, Carella, DeFrancesca, Racco and Shefman for their opposition to Highway 413.

I implore the Mayor and Regional Councillors to do the same.

I feel that we are at a pivotal moment in Vaughan's history, as we deal with big decisions related to the long term future of Vaughan. If we allow the paving over of more of the City, there is no going back. For generations to come, we will regret the preservation of vitally important green space. We need to protect the best farmland in Canada. We also need to recognize that as the population of Vaughan increases, green space will be cherished more than ever.

Please, vote for a future which protects these lands.

Thank you,

Jamie Maynard
[REDACTED] William Street,
Woodbridge, Ontario
[REDACTED]

From: Leslie Atkinson [REDACTED]
Sent: Tuesday, March 09, 2021 2:36 PM
To: Clerks@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>
Subject: [External] March 10th Council Meeting: Letter to support the ratification to reverse endorsement for GTA West Corridor

To Mayor Bevilacqua and Councillors

Re: Ratification of the Motion from Committee of the Whole (March 2, 2021 meeting) Item 7.12

It was good to hear the well thought out discussion and see the leadership shown by our City Council in making the decision to withdraw from endorsing the GTA West Corridor on March 2, 2021. **I ask that you hold strong and ratify the motion on March 10th.**

As discussed, much has changed over time and it is more critical than before to continue your effort to put the environment first in decision-making and follow the example of the Terms of Council Strategic Priorities.

Public transit over highways, low carbon economy over massive carbon emitting roads and development, protection of natural environment over destruction.

The other critical item missing in the current priorities is food security. Our city and the land targeted for the 413 contains the provinces most valuable local farmland which cannot be replaced once it is gone. The need for local food supply will become more and more of an issue in the future. We saw a glimpse of it at the start of the current pandemic.

TERM OF COUNCIL STRATEGIC PRIORITIES (EXCERPTS)

Transportation and Mobility

Strategic Goal Statement: To be a fully connected and integrated community, the City will undertake initiatives to improve the municipal road network, **support the development of transit and increase cycling and pedestrian infrastructure.**

[REDACTED]

Objectives:

- Improve local road network
- Support regional transportation initiatives
- Advance active transportation

Environmental Stewardship

Strategic Goal Statement: To protect the environment and foster a sustainable future, the City will act as a steward to preserve the natural environment by encompassing principles of environmental protection into our social and economic initiatives.

[REDACTED]

Objectives:

- Protect and respect our environment
- Proactive environmental management
- Build the **low-carbon economy** and a resilient city

Yours sincerely,

Leslie Atkinson
City of Vaughan resident

From: Paola Apollinaro [REDACTED]
Sent: Tuesday, March 09, 2021 2:59 PM
To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@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] Proposal GTA West Corridor/Highway 413

Mayor and Councillors:

As a longtime resident of Vaughan, I have been witness to the haphazard development of Vaughan. We are in crisis in multiple areas, and I urge you all to take a more holistic approach to development, greater thought is to be given to what is beneficial to the residents and their various communities. With respect to the proposed highway 413, an expert advisory panel report that provided a number of reasons against the proposal, was the driving force that led to its cancellation in 2018. The arguments provided in the report are still valid today.

Mississauga, Brampton, Halton Region and Orangeville have all chosen to oppose Highway 413. I firmly believe that this adds weight to a negative decision.

I ask the Mayor, Regional Councillors to have the courage to do the same:

- * Withdraw/reverse endorsement of the GTA West Corridor/Stop the 413
- * Support the request for a Federal Impact assessment.

Regards

Paola Maria Stefania Crocetti (Concerned Resident)

This email and its attachments are confidential. Any unauthorized use or disclosure is prohibited. If you receive this email in error, please notify me by reply email and permanently delete the original without making any copies or disclosing its contents.

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

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

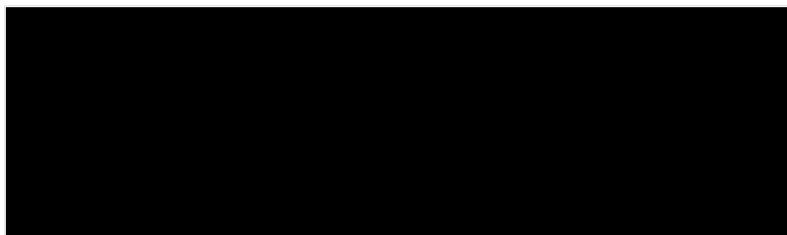
I bring this up because Council has at least two MZO's that have been endorsed but not yet approved by Minister Clark. There are some members of Pickering Council who know find themselves in a position that they've supported something that they did not realize would permit blantent destruction of provincially 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.escribemeetings.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 <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 2016¹ was

¹ 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 place².

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**³.

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 meeting⁴. 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 process⁵ to fast track the highway and enable construction prior to approval of the final EA. There is so much uncertainty

² Block 41, Jane and Teston Walmart Distribution Facility, Jane and Rutherford Condominiums

³ 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)

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

⁵ <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

From: peter meissner [REDACTED] >
Sent: Tuesday, March 09, 2021 4:45 PM
To: Clerks@vaughan.ca
Subject: [External] 413 opposition

Please continue opposing the 413 monstrosity. We need more greenspace, and less freeways.

From: lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>
Sent: Tuesday, March 09, 2021 7:30 PM
To: Clerks@vaughan.ca
Subject: Fwd: [External] Highway 413

FYI

Sent from my iPhone

Begin forwarded message:

From: Marcella Di Rocco <[REDACTED]>
Date: March 9, 2021 at 6:36:18 PM EST
To: Council@vaughan.ca, maurizio.bevilaqua@vaughan.ca
Subject: [External] Highway 413

Dear Mayor and councillors,

On behalf of Vaughan Cares, I write to implore you not to waiver on your decision to refuse support for the GTA Super highway. The environmental impact of this project is of great concern to all citizens, as demonstrated by a growing number of municipalities.

Once again, as in the past when a threat loomed of a proposed Mega landfill, thanks to the NDP party, our farmlands, waterways, and sensitive lands were , and, are now in jeopardy. We cannot let this happen !

The Ontario Liberals convened an expert panel in 2015 which eventually recommended the project be scrapped . The report stated stated that the 413 would pave over, " prime agricultural lands and key natural

heritage and hydrologic features'.
None of this has changed!

Why is the Ford government so keen on accelerating this disaster ?
We ask Council to consider this decision carefully....vote with a conscience !!
Protect our environment.....

NO TO 413 !!

Sincerely,

Marcella Di Rocco
President Vaughan Cares

Sent from [Mail](#) for Windows 10



Virus-free. www.avast.com

From: Tony Malfara [REDACTED] >
Sent: Tuesday, March 09, 2021 11:16 PM
To: Jackson, Linda <Linda.Jackson@vaughan.ca>
Cc: Clerks@vaughan.ca; Council@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@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>
Subject: Re: [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

Hi Linda, thanks for reaching out. Firstly, I'd like to apologize for the late response. I should have responded right away, but didn't and then got distracted.

In response to your message below, I know that you appreciate my views and opinions and I do yours as well. Understanding our respective points of views helps us get to the right conclusions. As a community member, I like you, want the process to proceed as quickly as possible because we want finality as well.

We have the same goal, which is ensuring the path forward is the best for Vaughan. This is a large, pervasive, and complex project, coming at a time when environmental and economic concerns keep increasing. As the level of awareness increases in the community, this project will get an even greater level of scrutiny. I and the others in our community engage because we want to be comfortable that the process is complete, unbiased, and made using current, accurate, and complete information.

Perhaps as a community we are trying to understand why the highway is still proceeding in Vaughan and York Region even though the 2018 independent report commissioned by the previous Provincial

Liberal party concluded that the Highway is not the right solution for addressing our needs. The expert panel also provided a series of recommendations and solutions, but it doesn't appear those considerations have been fully assessed by Regional or Provincial Governments. We're also uncertain that any environmental assessments by the Provincial Government or the TRCA will be effective or robust enough to bring any degree of comfort.

Hence, my earlier comment that there is a fixation with a Highway as the solution. My hesitation perhaps is not with you or the City of Vaughan Councillors, but York Region Councillors and the Provincial Conservative party.

I thank those on Council who are unsure and voted yes to the motion to withdraw support for the Highway and I hope the support continues at the council meeting tomorrow. Changing one's position based on net new information is a strength and not a weakness.

With respect to the environmental assessment, I want to thank you Linda for asking for a stringent environmental assessment. Requiring a Federal Environmental Assessment would satisfy that requirement and I'm hopeful this will be a request and also get approved tomorrow.

Thanks for your time and efforts Linda.

Tony Malfara

On Tue, Mar 2, 2021 at 3:03 PM Jackson, Linda <Linda.Jackson@vaughan.ca> wrote:

Hi Tony, I am not upset whatsoever and I appreciate your opinions and views, like I am sure you appreciate mine, I've been at this game too long to take anything personal.

I am not fixated on the highway, I just want the process to continue with the most stringent environmental assessments in place as I have demonstrated publicly at Regional Council over the last several weeks. If the environmental assessments are completed and there is concern that the harm outweighs the good, I would not support this highway.

As I am sure you heard, I just want the process to continue so we can provide our community some certainty either one way or the other.

All the best, Linda

Sent from Linda's iPad

On Mar 2, 2021, at 14:51, Tony Malfara [REDACTED] > wrote:

Linda, we are informed adults with views and opinions. Don't get upset with us because our views differ from yours. Unfortunately, you are fixated on the Highway.

THE NEED IS FOR IMPROVED TRANSPORTATION AND NOT NECESSARILY. This highway will end at hwy 400. What a nightmare. It will be a magnet for new traffic. All we ask is that you step back and get better informed.

There are alternatives identified in the 2018 study that independently concluded with experts that the highway was not the right choice and provided alternatives. The more we become awareness, the further this highway does not make sense.

On Tue, Mar 2, 2021 at 2:05 PM Tony Malfara <[REDACTED]> wrote:

Well said Marilyn. All points that are spot on.

Why do you not answer those questions for your community and yourself before you proceed.

Councillor Carella is appropriate to make his motion and the right way to go. Do not support until you know what you are supporting.

the reason for a federal assessment is to INDEPENDENTLY ASSESS THE DECISIONS. THIS IS NOT A STALLING TACTIC. THIS IS OUR MONEY YOU ARE GAMBLING WITH.

There is too much money and too much impact to simply proceed.

As Marilyn says, what are your afraid of. If the decision is well founded it will proceed.

Please see my letter attached which i had sent before.

Apologies for reaching out if not appropriate.

Tony

On Tue, Mar 2, 2021 at 1:49 PM Tony Malfara <[REDACTED]> wrote:

How do you support a highway when there are so many significant questions open? Councillor Jackson is wrong with her facts.

A Federal Assessment is much more comprehensive and is independent of the Provincial Government who is biased to a predetermined decision.

Tony

On Mon, Mar 1, 2021 at 7:22 AM Tony Malfara <[REDACTED]> wrote:

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



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**COMMUNICATION – C78
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 12**

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

From: Louisa Santoro [REDACTED] >
Sent: Wednesday, March 10, 2021 5:55 AM
To: Clerks@vaughan.ca
Subject: [External] GTA WEST CORRIDOR/HWY 413

Mayor Bevilaqua & Council Members,

I am writing again to you as my Councillors to

- 1) Bring forward and unanimously VOTE YES to the motion to oppose the endorsement for the proposed GTA West Corridor/Hwy 413, similar to the motion passed at the Committee of the Whole meeting on March 2, 2021
- 2) That council bring forward and VOTE YES to a motion that supports the request for a Federal Environmental Assessment.

We have many more residents of Vaughan that are becoming aware of the negative implications of building Hwy 413. In building this Hwy 413, our Greenbelt would see a giant asphalt corridor run near or right through sensitive natural environment. In addition, the proposed Hwy 413; would not alleviate existing congestion, but will in fact induce greater traffic.

The Provincial Government's decision to fast track a project that will have devastating consequences on our quality of life, climate change, watersheds, local ecosystems and the environment in general.

Building a highway across these valuable lands goes against everything the Province has done over the past two decades to protect the environment and against the City's position with respect to declaring an environmental emergency and the need for environmentally friendly growth.

As our elected City Councillors, you have an obligation to be fully and correctly informed in order to properly represent your constituents, which includes us, our youth and the future residents of Vaughan. To do so, you must ensure that the Provincial Government conducts independent environmental and business assessments and proceeds with the right solutions. Until then, the only appropriate action is to not endorse the Province's desire to build Hwy 413. Why is the 407 being under used? Why can't that be a solution for transport trucks? We know this Hwy 413 will not cost 6 Billion but rather close to 20 Billion.

In closing, the citizens of Vaughan want council to bring forward and vote yes to a motion that supports the request for a Federal Environmental Assessment and For council to unanimously vote yes to the motion to reverse endorsement for the proposed GTA West Corridor/Hwy413 Thank you

Louisa Santoro Resident of Belsite Crt, Kleinburg

Sent from my iPad

**COMMUNICATION – C79
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 8, Item 5**

From: Max Corsi [REDACTED]
Sent: Tuesday, March 09, 2021 2:02 PM
To: Council@vaughan.ca; Clerks@vaughan.ca
Cc: Ciampa, Gina <Gina.Ciampa@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Max Corsi [REDACTED] >
Subject: [External] Internet Fibre Installation proposal

Good day all,

I am writing today regarding the proposal for expanding the installation of fibre in our neighbourhoods.

I would like to fully support this proposal for the following reasons:

Our present internet service is horrible, although we pay for top tier services we suffer from extremely slow speeds, unstable service and skyrocketing prices.

We are stuck in a monopoly situation and need to fix this once and for all, obviously the current working from home requirements have exacerbated the situation.

I have repeated service calls that have occurred and the cable provider gives me the runaround and keeps trying to upsell me to even more expensive services.

During the pandemic they raised the prices in March 2020 for internet-tv-phone bundle from \$145 per month to \$248 per month, I have no choice to remain with them as I need the highest speed available, I have 3 people working from home all using the internet and video conferencing.

Without getting too technical, I am paying for 300 mbps download speed and I am barely getting 80-90 Mbps speed.

In January the technician told me there were repairs to be done on the street, however I don't believe they were ever done as there has been no improvement.

I am ready to file a complaint with the CRTC with this provider regarding this issue.

I was happy to see the fibre installation taking place in 2019, however the installation stopped last year on Cunningham Drive, about a half mile from our side of the neighbourhood.

Finally I can attest that this complaint is supported by 6 of my neighbours on my street.

Please approve and expedite this installation so that we may have a choice and be able to free ourselves from this monopoly.

Best regards,

Max Corsi

█ St. Joan of Arc Ave.

Maple, Ont. █

█

From: Eldon Theodore <etheodore@mhbcplan.com>
Sent: Tuesday, March 09, 2021 3:11 PM
To: Clerks@vaughan.ca
Subject: [External] 72 Steeles Avenue West and 7040 and 7054 Yonge Street

I am writing on behalf of my client, Ms. Lucia Antinori and her family, owners of the property known as Lot 77, north of the proposed applications. While my client is supportive of redevelopment in the Yonge Steeles Study Area, we are of the view that the extension of Royal Palm east/west and Powell Road north-south, connecting the movement network within existing and emerging communities should be prioritized. As applications continue to proceed, there does not appear to be a phasing strategy in place that outlines when these infrastructure improvements would be triggered. We ask that the applicant and City transportation consider and respond to this concern. We reserve the right to provide additional comments as the plan evolves and request that I be added to the notification list relative to this application.

Thank-you.
Eldon Theodore on behalf of the owners of Lot 77.

I am currently working remotely - it is best to reach me at etheodore@mhbcplan.com or (416) 270 8791.

ELDON C THEODORE, BES, MUDES, MLAI, MCIP, RPP | Partner | Planner | Urban Designer

MHBC Planning, Urban Design & Landscape Architecture

7050 Weston Road, Suite 230 | Woodbridge | ON | L4L 8G7 | T 905 761 5588 x 213 | F 905 761 5589 | C 416 270 8791 | etheodore@mhbcplan.com | [@EldonTheodore](https://www.instagram.com/EldonTheodore)

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**COMMUNICATION – C81
COUNCIL – March 10, 2021
Committee of the Whole
Report No. 11, Item 3**

From: legalspc@raccogroup.com <legalspc@raccogroup.com>

Sent: Tuesday, March 9, 2021 9:30:56 PM

To: 'Bevilacqua, Maurizio' <Maurizio.Bevilacqua@vaughan.ca>; 'Ferri, Mario' <Mario.Ferri@vaughan.ca>; 'Rosati, Gino' <Gino.Rosati@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>

Cc: 'Harnum, Jim' <Jim.Harnum@vaughan.ca>; 'Coles, Todd' <Todd.Coles@vaughan.ca>

Subject: [External] Dufcen Construction Inc. - Item #3 - OP.17.013 and Z.17.040 - 7,850 Dufferin St. - Concord ON

Dear Mayor & Members of Council,

Pursuant to my deputation, yesterday, 8 March 2021, Committee of the Whole, I wish to reiterate some of the points that I made for your consideration:

1. Refuse the applications because the property best use is NOT residential
2. Instruct the City staff to hire experts (external planners/lawyers) to provide reasons to oppose the application that is in front of you.
 - It is in my opinion that:
 - a. It is not proper planning to create a new residential community without community services, apart from any other residential community, in such a small area.
 - b. The property is next to the hydro towers to the west and to the north. Future residents may be exposed to health issues and the City could expose itself to potential liability.
 - c. The property is just east of Hw. 407 and the noise level will be significant, which in turn, will create many complaints from future residents living there.
 - d. The property best use is commercial and/or retail. That is what the City approved recently, after public consultations.
 - e. There are many residential units – high, medium and low density – in the general area and coming forward, I’m aware

that there are a number of applications which will add to the density that the Province and Region are looking for; and

- f. Including all the other conditions set out in the staff report dated 8 March 2021.
3. If the planning board decides to approve the applications, the City should request that the approval is contingent on:
- a. Comments received from both Hydro One and Hwy 407 as to the appropriate location to house the proposed 584 residential units.
 - b. The City must receive the standard amount of park land for approximately 584 units, that is more than the .3 He proposed by staff.
 - c. That road easements be received from Hydro One; Infrastructure Ontario; Region of York & the City of Vaughan; and
 - d. All conditions set out in the staff report dated 8 March 2021 must be met.

The residents are aware that the City is growing and development will take place but we expect appropriate development, with the best interest of the community and the City in mind. This proposal is unacceptable to the residents and should not be accepted by Council.

Through previous public consultations, it was made clear that the community would like to see more mix commercial usage on these lands as they would like to have more community and commercial amenities to service the area. Bringing more residential without the needed amenities does not make sense. But, most troubling, is building residential buildings so close to the hydro lines and Hwy. 407.

Sincerely,
Mario G. Racco
President – Brownridge Ratepayers Association