

**Communication : C 41
Committee of the Whole (1)
November 30, 2021
Agenda Item # 1**

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: Proposed GTA West Corridor - Hwy 4113
Date: Wednesday, November 24, 2021 10:43:13 AM

ITEM 1

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



From: Kathryn Angus [REDACTED]
Sent: Wednesday, November 24, 2021 6:23 AM
To: Council@vaughan.ca; Judy Jeffers <Judy.Jeffers@vaughan.ca>; Clerks@vaughan.ca; DevelopmentPlanning@vaughan.ca; Policyplanning <Policyplanning@vaughan.ca>
Cc: Gina Ciampa <Gina.Ciampa@vaughan.ca>
Subject: [External] Proposed GTA West Corridor - Hwy 4113

Good afternoon:

Writing on behalf of the KARA Board collectively, we represent the entire area being considered for this proposed highway in Vaughan and we have gone on record previously as not supporting this. On November 30, 2012, we understand that the GTA West Corridor Team has asked to make a presentation to Council. Please be mindful that the proposals of the GTA West Corridor Team do NOT meet current provincial standards and policy, that there are demonstrated equal or superior alternatives at less cost to the proposal of the GTA West Corridor Team.

KARA is therefore once again writing to you expressing its concern regarding an upcoming meeting regarding the Proposed GTA West Corridor. We would respectfully suggest that you take the time to at least read the Executive Summary from the report by the Ministry of Transportation GTA West Corridor Advisory Panel provided as a link below, as that will provide all the rationale for NOT supporting the Proposed GTA West Corridor, Hwy 423.

<https://web.archive.org/web/20190618160500/http://www.mto.gov.on.ca/english/publication/s/gta-west-report/index.shtml>

[Final Report GTA West Corridor Environmental Assessment](#)

web.archive.org

Final Report: GTA West Corridor Environmental Assessment

For quick reference I have written out the Options portion of the document below:

Options for the GTAW EA Process

Stage 1 of the GTAW EA recommended a suite of actions, including a new highway corridor, expansions and extensions of existing highways, transit system improvements, and TSM and TDM measures, to meet the travel demand forecast in the GTAW study area.

The Panel recommends that the GTAW EA be stopped and that the Ministry of Transportation lead the development of a single regional transportation plan for the Greater Golden Horseshoe.

These recommendations are supported by the results of the Panel's strategic assessment, whose key findings are summarized as follows:

- In 2008, when the GTAW EA began, the Ontario policy context required that the EA be consistent with and conform to (rather than simply have regard to) provincial policy. This represented a significant change compared to the policy context of the decade preceding the EA. The Panel finds that the GTAW Recommended Actions did not meet this test, particularly with respect to policies requiring the optimization of existing infrastructure, the protection of valuable lands, the prioritization of highways for goods movement, and the encouragement to increase transit use and shorten commute journeys in support of complete communities.
- The EA did not demonstrate that a new corridor which crosses protected lands (both prime agricultural lands and key natural heritage and hydrologic features) was the only option available to address the study area's future transportation needs.
- The Panel's assessment concluded that planned highway extensions and expansions will deliver benefits equivalent to the proposed new highway, but these actions were not independently assessed as alternatives in the EA.
- The Panel found that other alternative actions are capable of providing benefits equivalent to or greater than the recommended new corridor, including congestion pricing, priority truck lanes on Hwy 407 and growth management. While these actions are aligned with provincial policies, such as optimization and compact, complete communities, the Panel recognizes that they also raise a number of other policy issues that will need further investigation.
- The Panel has identified several overarching provincial policies that are better addressed

through system-wide actions rather than through individual project EAs.

The Panel also recommends against revising this EA. In our view, the problems with the EA's approach to policy, need, and alternatives are fundamental, and would require revisiting the first steps of the EA. Further, the current EA terms of reference are not aligned with provincial standards and policy, and thus do not provide an appropriate foundation on which to begin a new EA.

We are confident in your ability to serve the constituents of Vaughan and rejoice in the wisdom you demonstrated earlier when you voted to oppose the proposal. We respectfully recommend that you continue your previously stated opposition to the plan for the collective net benefit of your constituents.

Sincerely

Kathryn Angus, President

Kleinburg & Area Ratepayers' Association