

From: lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>
Sent: Sunday, March 14, 2021 2:43 PM
To: Regional Clerk <ClerkGeneralLine@york.ca>
Cc: Executive Assistant to Marilyn lafrate <gina.ciampa@vaughan.ca>
Subject: GTA West Corridor #413

I understand that on March 18, 2021, York Region Council will be discussing a number of future growth matters including the GTA West Corridor (#413).

As the Councillor whose community is most affected, and I say this because there are actually two communities impacted by the highway, being Maple and Kleinburg, I cannot support this proposal. I did NOT support #413 in 2015 when Vaughan Council endorsed it and thereafter I was only able to continue advocating for a more northerly route.

You will be hearing from deputants expressing various rationales as to why this highway will not provide the traffic relief that the Region and surrounding municipalities believe that it will. Consider rather, the **new traffic impacts on Richmond Hill** and Vaughan as people drive westward from Markham, Aurora, Newmarket, across Regional roads to access the starting point of the #413 highway. Those roads would include:

19th Ave/Gamble Rd
Tower Hill Rd
Milos Rd
Jefferson Sdrd

How would these residents feel about increased traffic through their local roads so that cars and trucks can access the new highway?

I have attached a map that was provided to us by our City staff that clearly indicates the land designation for the Vaughan portion of the proposed highway. The #413 crosses 60% of our Greenbelt lands and 40% PROVINCIALY IDENTIFIED Prime Agricultural Lands. This alone should be enough to say NO to the #413.

Let us put our energy and resources at looking at ways and means of **taking cars off the roads**. I remember attending the announcement of the approval of the Mulock GO Station a few years ago. This included the Kirby GO Station. Let us work on finding the funding for these projects instead of paving over more sensitive lands.

Let us put our energy and resources at looking at ways and means of **taking heavy trucks off the roads** by demanding the Province to provide incentives/rebates on #407 tolls along with dedicated truck lanes.

I have noted that the Region has received form letters in support of the #413 from a number of **companies**, of which many are actually related with same corporate addresses. The disturbing matter is that they **are all located outside of York Region**. In fact, most of them are from Mississauga and Brampton, with a couple from Toronto. I can only assume that they have a financial interest in this proposed highway. I truly hope that we are not taking them seriously as they are neither representative of the affected communities nor are they taxpayers.

As you review your growth plans and master plans, regardless that this proposed highway has been in your plans for many years, plans change, other options become more feasible, there should always be plans/ability for alternatives.

In closing, I wish to thank you considering my position and that of my Council colleagues. For me, this is simple, the highway is not needed and billions waiting to be spent on this would be better allocated to long-term care, health, GO transit and municipal infrastructure.

I wish you all well and please continue to keep safe.

Marilyn Iafrate

Councillor, Ward 1

Maple/Kleinburg

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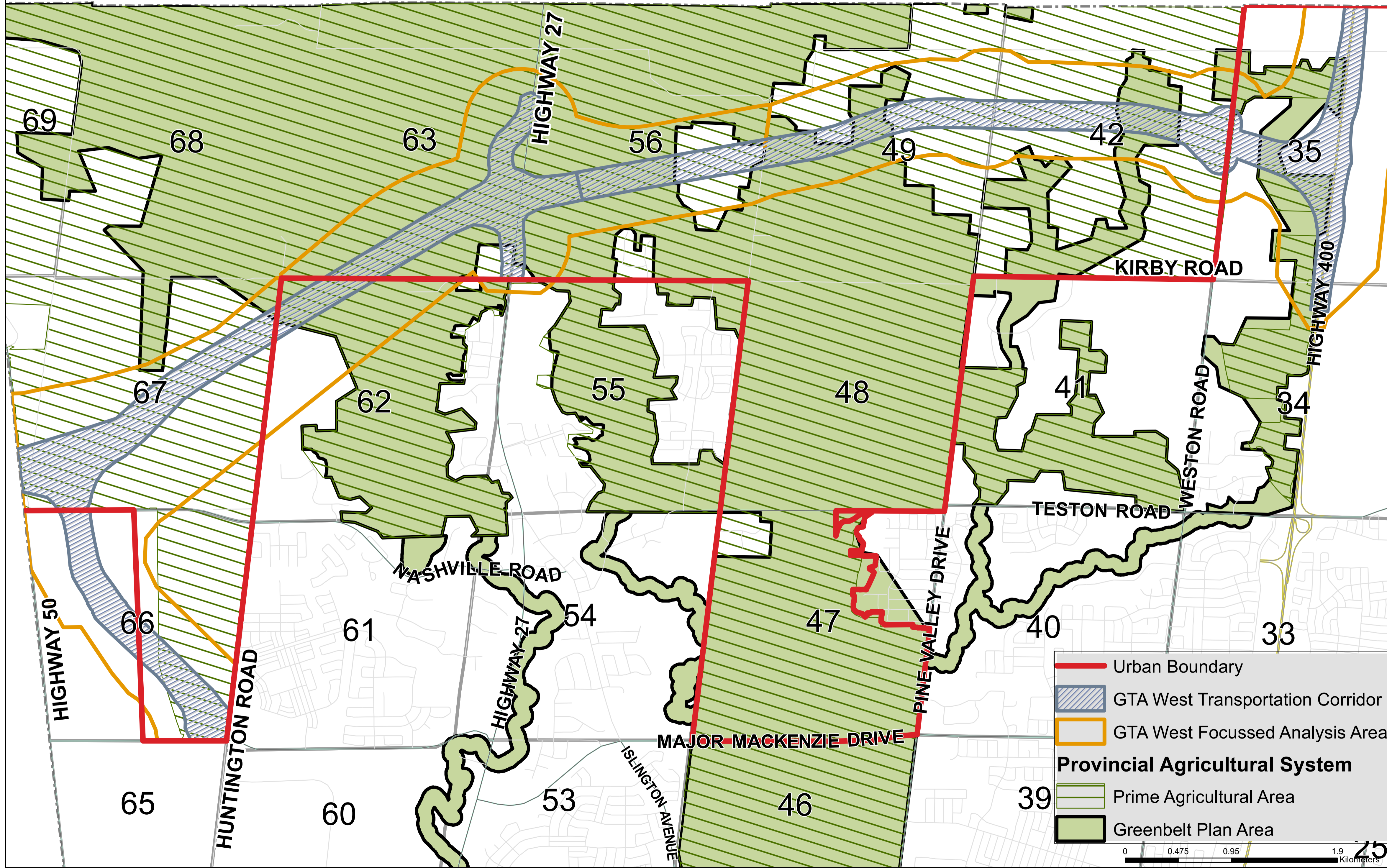
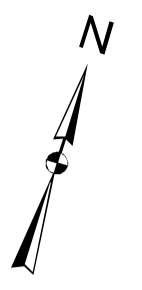







City of Vaughan

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Provincial Agricultural System and GTA West Alignment



	Urban Boundary
	GTA West Transportation Corridor
	GTA West Focussed Analysis Area
Provincial Agricultural System	
	Prime Agricultural Area
	Greenbelt Plan Area

