

Sustainable Vaughan

Citizens Environmental Coalition

RE: YORK REGIONAL COUNCIL SPECIAL MEETING March 18, 2021
Items F1 & F.4.2

Dear Regional Chair and Councillors,

I understand the Region needs to accommodate population growth. I also understand there's a right way and a wrong way to accommodate this growth.

Highway 413 planned to cut across Vaughan opens up a number of small, disconnected parcels for development. These are scattered in and around protected Greenbelt lands. These lands will be expensive to service and development levies will not cover the cost of bringing infrastructure to this area. Furthermore, these lands will not be complete communities but car dependent sprawl with densities only supporting poor bus service (heavily subsidized by regional tax payers).

In 2010 Metrolinx released The Bolton Commuter Rail Service Feasibility Study, initiated by Metrolinx, is a comprehensive review of the technical requirements to implement commuter rail service between the communities of Bolton and the City of Toronto. The study found that introducing the service is feasible.

http://www.metrolinx.com/en/regionalplanning/projectevaluation/studies/Bolton_Commuter_Rail_Feasibility_Study_2010_EN.pdf

By placing stations in Bolton, Vaughan and Toronto, the new train line would remove thousands of daily commuters off already congested Hwy. 27 and Hwy. 427. More importantly, the study showed Vaughan would have the most to gain from this project, with potential stations located at Islington, Rutherford and Major Mackenzie.

There is no better way to grow and shape our suburbs and alleviate car dependency than developing commuter rail infrastructure and building mixed-use communities around it. These communities would exist in areas where servicing is already in place.

Vaughan has already proven this is a winning formula, with the creation of the future Kirby Go Station that will provide more housing than the original urban boundary expansion without commuter rail. With a new commuter rail line, Vaughan will achieve far more than it would ever be able to with a highway.

Metrolinx has handed Vaughan a gift, so why is it squandering it by digging in heels on a project that, when the real price tag comes out, will be shut down.

Thank you,

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