From: Dan Desson
Sent: Wednesday, March 17, 2021 11:48 AM
To: Regional Clerk <ClerkGeneralLine@york.ca>
Cc: jjones <jjones@markham.ca>; Steve Pellegrini <spellegrini@king.ca>; Rosati, Gino
<gino.rosati@vaughan.ca>; Bevilacqua, Maurizio <maurizio.bevilacqua@vaughan.ca>;
mayor@townofws.ca; dave.barrow <dave.barrow@richmondhill.ca>; joe.dipaola
<joe.dipaola@richmondhill.ca>; Emmerson, Wayne <Wayne.Emmerson@york.ca>; carmine.perrelli
<carmine.perrelli@richmondhill.ca>; jtaylor <jtaylor@newmarket.ca>; tvegh <tvegh@newmarket.ca>;
mquirk <mquirk@georgina.ca>; Rob Grossi <rgrossi@georgina.ca>; mayorscarpitti@markham.ca;
dhamilton <dhamilton@markham.ca>; Deputy Mayor Jack Heath Markham <jheath@markham.ca>;
joeli <joeli@markham.ca>; Jackson, Linda <linda.jackson@vaughan.ca>; Ferri, Mario
<mario.ferri@vaughan.ca>
Subject: York Region Special Council Meeting March 17 - Re 413

March 17, 2021

York Region Council

Re: Agenda Item F.4.2

As a York Region resident, I am asking York Regional Council to:

- 1. reverse endorsement for the GTA West Corridor/Highway 413; and,
- 2. support the request for a Federal Impact Assessment.

One of the reasons presented for building the 413 highway is to expedite commercial traffic through the GTA and away from the 401. We currently have the 407 for this purpose, but it cost trucking companies money to use this road. If tolls were dropped for all commercial vehicles on the 407, it would take the strain off the 401 and better utilize the 407.

I suspect that the real reason for proposing the 413 is to provide a conduit for urban sprawl to the north. In a time when the world is trying to find ways to reduce vehicle  $CO_2$  emissions this highway seems to provide an opportunity to increase  $CO_2$  in the GTA as well as the world.

As we come out of the Covid 19 pandemic, we should be looking for projects that not only spur the economy but also lower pollution and urban sprawl. Electrified public transit and higher densities would be a better solutions, not a new highway that encourages sprawl and exacerbates the climate crisis.

In approving new infrastructure projects, we should use a measure of 'well-being' as well as the GDP of a project, as they do in New Zealand. Viewing it this way we might develop public projects that are better suited for a greater number of people as well as projects that are longer in scope.

As premier Bill Davis said fifty years ago, when announcing the Spadina Expressway cancellation, "If we are building a transportation system to serve the automobile, the

Spadina Expressway would be a good place to start. But if we are building a transportation system to serve people, the Spadina Expressway is a good place to stop."

If we understand 'the commons' as more than just land, but everything that has been bequeathed to us, in effect by nature and by our ancestors, we can see the true scope of what we lose with short-sighted interests. Ask first: what will we leave for future generations?

We abuse land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect.

- Aldo Leopold

Sincerely,

Dan Desson