

From: Chris Madsen
Sent: Tuesday, April 20, 2021 2:43 PM
To: Clerks Public <clerkspublic@markham.ca>
Subject: Please note my objection to Highway 413

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Thanks,

Chris Madsen,

From: Jim Winstone
Sent: Tuesday, April 20, 2021 2:49 PM
To: Clerks Public <clerkspublic@markham.ca>
Subject: Hwy. 413

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We need this like a hole in the head. Will they build it and then sell it to cover their debt load?

Jim Winstone

From: Michael
Sent: Tuesday, April 20, 2021 3:48 PM
To: Clerks Public <clerkspublic@markham.ca>
Subject: NO Hwy 413

CAUTION: This email originated from a source outside the City of Markham. **DO NOT CLICK** on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Good day folks;

I wanted to add my voice to those who oppose the 413. I would like to add an argument to the NO side you may not have heard. There are many valid reasons why building this expensive highway is absurd; but chief among them is that; due to already existing, soon to be perfected, new technology, the 413 will not be needed. The new tech. of which I speak is the self-driving Uber-style taxi. These electric vehicles will be so reasonable and efficient that their effect will be a 50-80% reduction in autos using the roads within 10 years or so! People will use them simply because they are cheaper and more convenient than owning a car.
thank you for your attention

Michael Robertson

From: Surjit Sachdev

Sent: Wednesday, April 21, 2021 4:53 AM

Hello,

Please be advised that I support this motion by R.C. Jim Jones and C. Khalid Usman to say NO to HWY 413.

Thank you,

Sincerely,

Surjit Sachdev

Anand Vihar – The Centre for Dignified Living

Markham/York Region

Sent: Thursday, April 22, 2021 12:25 PM
To: Clerks Public <clerkspublic@markham.ca>
Subject: Say NO to Hwy 413

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

I support Councillor Jones' motion to say NO to Hwy 413.

The proposed Highway 413 has been previously assessed by an expert panel and found that it would only save drivers **30-60 seconds** per trip. This is a devastatingly meagre benefit for a project that will cost taxpayers a minimum of **\$6-10 billion**, pave over **2,000 acres** of Class 1 and Class 2 farmland, cross rivers and watercourses **85 times**, increase gas emissions, accelerate sprawl and increase car dependence.

All this in a region where many municipalities have declared a Climate Emergency. Building this new highway is incompatible with action on climate change.

This highway is redundant, unnecessary, costly and harmful. It is not the way to meet the region's transportation needs. Committing to public transit solutions like improving GO service, cycling infrastructure, rail transitway and other transportation methods would move a greater number of people, faster and at a lesser cost.

We need to build a future based on collective well-being, not focus on a method that has been proven to create induced demand and always fail at solving traffic congestion. Let us focus on evidence-based solutions. Let's put people's health and well-being first and build resilience to prevent future crises.

I strongly oppose Highway 413. It will cause irreversible damage to habitats, agricultural lands, wildlife and watersheds in Ontario while costing taxpayers billions of dollars. It will increase traffic without appropriate transit solutions, create car dependence, and enable low-density sprawl. This project directly conflicts with our current climate crisis.

Sincerely,
Laura Tipton

From: Tom Poulis
Sent: Friday, April 23, 2021 2:23 PM
To: Clerks Public <clerkspublic@markham.ca>
Subject: 413

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Badly needed infrastructure project. Markham is gridlocked under normal times not so much during the Pandemic. Lets do the right thing plan ahead and get this project moving.

Thomas Poulis

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

From: Louisa Santoro

Sent: Thursday, April 29, 2021 7:19 AM

To: Clerks Public <clerkspublic@markham.ca>

Subject: DEVELOPMENT SERVICES MEETING MAY 3, 2021

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Chairperson, Mayor & Council

Good morning, my name is Louisa Santoro and I've been a resident of York Region since 1981, currently living in Kleinburg where the proposed HWY 413 will run approx. 450 meters behind my house.

The proposed 59 kilometre HWY 413 is an old idea, dropped by the Liberal government after a highly esteemed panel found it would only save commuters less than a minute while increasing CARBON EMISSIONS!

If you build the proposed HWY 413, cars will come, so everything will be the same, nothing will change. Where there are roads, there will be traffic. This HWY 413 will not solve gridlock, it will make it worse. It will worsen the greenhouse gases.

The proposed HWY 413 will add 700,000 tonnes of greenhouse gas emissions into the atmosphere every year by 2050, according to a new report by an environmental advocacy group. You clearly do not have concern for this. It's been proven that living close to highways causes difficulties to our health.

We need more green spaces!

We need access to nature for our mental state especially during the COVID pandemic which is getting worse instead of better which will be here for a while.

The proposed HWY 413 will pave over 2,000 acres of farmland, cut across over 85 waterways and pave nearly 400 acres of protected Greenbelt land in VAUGHAN. York Region has the most pristine farmland in all of Ontario.

The proposed HWY 413 will only benefit the developers and fill their pockets. It doesn't benefit your constituents, the taxpayers.

So I hope that the City of Markham strongly objects to the proposed GTA WEST CORRIDOR (HWY 413)

Thank you

Louisa Santoro

Dear Members of Markham Council,

My name is Angela Grella, and I own residential property in Markham. I am requesting that the Council of the City of Markham strongly objects to the proposed GTA West Corridor and Transmission Corridor as it is currently defined; and fully supports the Environmental Defense request for a Federal Environmental Impact Study pursuant to s.9(1) of the Impact Assessment Act (I.A.A.), prior to any advancement of this project.

The residents of York Region have been shocked into action by the mounting anger over the PC government's decision to unilaterally ram through a highway construction 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. Moreover, 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. In addition, Mississauga, Peel Regional Council, Halton Region, Orangeville, Halton Hills, Halton Region, King City and Vaughan 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?

The 413 corridor will wreak havoc on the environment, encourage residential sprawl and dependence on the car as a significant means of transportation. Furthermore, Ontario will also lose critical farmland to feed our growing population and support local economies. The building of a mega highway is not forward thinking. Time to invest in smarter solutions. For the same \$6 billion estimated cost of the project, the GTA could have a first class rail system that would take 3 times as many vehicles off the road. I advocate that the Council of the City of Markham ask that the province study other options that could replace Highway 413, and request that the budget for the GTA corridor instead be put toward regionally connected transit, active transportation, and other sustainable modes of transportation. There are other ways of moving people and goods around. Highway 407 is underutilized and the Vaughan and Yonge Street subway lines must continue to be tunnelled north into York Region. Congestion could be solved without paving over farmland and wetlands and incentivizing sprawl. The Region of York deserves better. The Region of York has to build on its commitment to foster a region that is bikeable, walkable and sustainable.

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. This council has the power to oppose this destructive and unnecessary highway and I respectfully urge the council to move a motion to oppose the construction of Highway 413 and vote to support a full Federal Environmental Assessment, so that no construction may begin until we know all the facts about the environmental impacts. A provincial environmental assessment is not enough. The province already stripped major sections out of the Highway's EA and changed the rules to allow construction to begin before the EA is even completed, so a federal environmental assessment to help determine the full impact of the highways is critically needed.

Sincerely,

Angela Grella

April 30, 2021

Dear Markham Development Services Committee Members

I write to you as a resident of the hamlet of Laskay, in King Township. Arguably the community that will be most severely impacted by the 413. Laskay is very close to the terminus of 413 at 400.

Watching the March 18 York Regional Council meeting was entertaining as well as surprising. King Township proposed stopping the 413 – quite a change. Then several others switched their allegiances. But not any of the Vaughan Regional Councillors – as they struggled to remain unnoticed. Markham was almost as surprising with staunch 413 support from Mayor Scarpetti.

Superficially, it would seem that Markham has no horse in this race, but that seemed incorrect, as we listened to Mayor Scarpetti take the heat for the Vaughan avoiders. So, to the uninformed public, it seemed there must be some sort of Legacy deal. Maybe its even a good deal, but too complicated for the rest of us to understand.

Long term politicians can get tied in knots by Legacy deals. For some reason, it seems to be seen as weak to change. Personally, I am always proudest with myself when I admit I was wrong.

Have you noticed that Ontario Society of Professional Engineers (OSPE) has suggested the Highway 413 should be stopped?

For my whole life, I've relied on the 400 to get to the North. While the 413 can probably improve the 401-traffic flow situation, west of the 400, I really believe it will significantly impede Highway 400 traffic flow. But I haven't yet seen any studies on the 400 traffic flow issue.

Markham has a reputation for high tech data solutions. And the American market is set to boom. Smart roads offer a tempting market. As more transponder technology gets into our automobiles – encouraged by our insurance companies, there is an opportunity to turn transportation towards Smart Roads, improving traffic flow with better vehicle monitoring. On the issue of good traffic flow, installing road sensors that monitor truck loads – and make sure they're using the approved routes might eliminate some of the scofflaw trucks and also offer a technology product for your Markham innovators. One of my AI associates in Montreal tells me they have the ability to detect overloaded trucks on the new Champlain Bridge – though that is not being used operationally yet.

Those of you in Markham would probably be the municipality best served by allowing even just the unloaded trucks to use the 407 at significantly reduced fees. If your innovators can incorporate load transponders to monitor truck loads or build sensors into the on ramps, and then work with the 407 owners to implement it, the empty trucks should be able to get greatly reduced 407 fees. Highway degradation is predominantly a function of load. You can no doubt notice that the 407 design was pretty good – or at least there's no big slowdown at the 400. The 413 is not going to improve Markham's transportation problem – the way that lowering truck fees on the 407 will.

Yours truly

Sherry Draisey

Deputation on GTA-West Corridor (Highway 413)
to Markham Development Services Committee, May 3, 2021, Agenda Item 9.1

Peter Miasek

TAO-Hwy413deputation2021-05-03

I'm representing an NGO called Transport Action Ontario. We are an expert citizens group focussing on public transportation across the Province. I'm here to speak in support of the motion to oppose the GTA-West Corridor, also known as Highway 413.

On June 3, 1971, Premier Bill Davis rose in the Ontario legislature and stated "Cities were built for people and not cars. 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". That was a watershed moment. It was the first time that an expressway project had been seriously questioned in Ontario. The prosperity of downtown Toronto now rested on transit, and the Province poured money into GO Transit to make it happen.

Expressway construction continued unabated in suburbia, with the 403, 404, 407, 410 and 427. But now Ontario is at another watershed moment with the GTA-West corridor, only this time it's not people affected, but greenbelt, farmland, climate change and urban sprawl.

Although this highway does not touch Markham, it runs for about 10 km in York Region. As York's largest municipality, Markham should take a stand, as should all residents and taxpayers in Ontario.

The motion discusses all the reasons to oppose this highway. The ones that are most important to us are:

- The fact that a Provincial Advisory Panel recommended in 2018 that the Highway be cancelled.
- The significant flaws in the Province's environmental assessment to date, as documented by the Provincial Advisory Panel in 2018.
- The fact that induced travel, as shown in hundreds of studies, means that new roads will just fill up again with traffic, due to people changing their travel behaviour. Induced travel can be stopped by tolling, but the province is suspiciously silent on whether this road will be tolled.
- The environmental and climate change impacts. A report last week calculated an extra 700,000 tonnes/yr. of CO₂, due to the induced travel from Highway 413.
- The fact that rapid transit can move 4 times the people for the same dollars and that freight can be moved more cost-effectively by a truck toll discount on the 407, versus building the 413.

So seize the moment and support all 9 resolutions in the Motion! Oppose the highway, support rapid transit and push for a federal environmental assessment.