

Thursday March 11, 2021

The Mayors, Councillors, and Chairperson of The Region of Peel
10 Peel Centre Drive, Suite A and B
Brampton, ON. L6T 4B9.

Good morning. My name is Jennifer Le Forestier. I am a resident of Caledon and a former resident of Mississauga. I am here today to ask you to support the motion put forward by Councillor Carolyn Parrish at the Region of Peel council meeting on February 25th, 2021. I am here to ask you to cancel your support for the 413.1

Background

The Liberal, NDP, and Green Parties, Halton Region, citizens and groups across the province, and numerous delegates across the G.T.A, have all stated that the Provincial Environmental Assessment of the highway has been inadequate; and the highway will in fact be harmful both now and in the future. Highway 413 is a redundant sprawl accelerator, damaging our economy and our environment. Ontario has changed drastically since the GTAW was first proposed. Many more citizens are opposed to sprawl and feel it is unjust to fast track a highway amid huge uncertainty and exaggerated and inflated growth projections on which the Province simply cannot afford to gamble.

Adverse Impacts of Highway 413

This is not the time for a redundant highway that may cost 10 billion dollars.

The 2021/2022 deficit is projected to be 33.1 billion dollars. A 16-billion-dollar ongoing deficit is projected post COVID by 2024.^{2 3 4} Ontario seniors have been neglected in long-term care, necessitating the intervention by the military. Our children's education is still not being funded adequately.^{5 6} Notwithstanding a general lack of COVID contact testing, the Region of Peel has been in various colours of lockdown for months.⁷ Thousands of Ontario businesses have been destroyed, tax-dollars from those businesses are lost.-GDP dropped nearly 6% in 2020. Despite these pressing needs Premier Ford's Government has been shown to be hoarding money, intending to use excess funds to reduce the deficit and balance the budget.⁸ These funds should

be applied to health care and education.⁹The highway will increase isolation in Peel, create a giant heat-sink, set back climate emergency targets by 50 years, degrade crucial fresh water, fail to serve the transportation requirements of the 21st century, and add to our already unmanageable debt.¹⁰ According to the municipal Code; which requires Councils to represent the public and to consider the well-being and interests of the municipality as well as maintain financial integrity, It is your duty as elected representatives to oppose Highway 413.¹¹

[Is a 10-Billion-dollar highway now to be added to the pandemic bill?](#)

Not only is the highway itself a bad idea it generates massive warehousing and construction along the route.

A Caledon Enterprise article on Thursday March 4th, 2021 stated that Brampton, Mississauga, and Caledon distribution warehouses accounted for the largest workplace outbreaks in the region and 43 percent of the warehouses were not compliant with the Covid-19 Reopening Ontario Act.¹² The average taxpayer has now been forced into lockdown repeatedly as the Covid Virus is yet to be expunged from Peel Region.

In a recent article the Mayor of Caledon Stated that

“Caledon is set to grow by leaps and bounds over the next few years, regardless of what happens with the GTA West corridor. We need to plan smart so that we have a system for moving people, goods and services in a responsible and sustainable way...”.¹³

Developing a freight village to move goods along a highway yet to be built, across Prime Farmland, because of inflated projections of population growth is misguided. Caledon is projecting an increase from 75,000 residents to 300,000 by 2051.¹⁴ Shall we make projections for population growth into the next century? How much speculation can we afford? The Growth Plan targets do not require development in Greenfields and should not include prime farmland. Even if we accept 2051 targets, they can be accommodated within existing residential space, and will make the existing fabric better for citizens who live there now. There are large parts of Caledon that are un-walkable More excessive “Greenfield Developments” flies in the face of a Declared Climate Emergency^(10,11,12,13,14)

Who is this highway for?

Highway 413 is foolish expenditure – transferring public money into private hands is not a way to build the economy at the expense of supporting our local businesses, our agriculture and food industry worth billions, Agri-tourism, and nature tourism fostering Peel residents' financial, physical, and mental health.

Peel has had some of the most extensive lockdowns. Residents are already suffering additional health issues apart from Covid, which will put great strain on OHIP, our tax dollars, and the future of Peel Region's economy.

The 413 will destroy 85 wetlands and streams including the West Credit River which at the Headwaters is one of Canada's remaining pristine riverine environments. Creating a giant heat-sink through the Peel Plain contravenes climate targets declared in your Climate Master Plan.¹⁵

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Will you take a short-sighted or visionary viewpoint?

Are you going to put the interests and health of your constituents ahead of the interests of developers or will you fulfil your responsibilities to preserve our financial future, the environment, our health, and maintain our trust in our elected representatives?

Why not lead, influence, and transform away from outdated sprawl. Live up to promises made through your Climate Change Master Plan and the target to reduce greenhouse gas emissions. Let's move into the future sustainably and take the low-carbon pathway so our residents can be proud to say we live here.

End Notes

¹ MOTION – FEBRUARY 24, 2021

WHEREAS TENS OF THOUSANDS OF JOBS AND BILLIONS IN AGRICULTURE-RELATED ECONOMIC ACTIVITY ARE AT RISK IF THE PROPOSED CONSTRUCTION OF THE GTA WEST HIGHWAY (413) IS APPROVED.

WHEREAS ONTARIO FARMING AND FOOD PROCESSING TOGETHER EMPLOY ONE MILLION PERSONS AND GENERATE \$35 BILLION ANNUALLY, THE GOLDEN HORSESHOE BEING THE THIRD LARGEST AGRICULTURAL PRODUCER IN NORTH AMERICA AFTER CALIFORNIA AND CHICAGO.

WHEREAS THE PROPOSED HWY 413 WILL SLASH A BROAD 59 KM SWATH THROUGH AGRICULTURAL, NATURAL HERITAGE AND ENVIRONMENTALLY SENSITIVE LANDS - BISECTING 85 STREAMS (10 OF WHICH ARE ECOLOGICALLY HIGH PRIORITY) DESTROYING SEVEN ENTIRE WOOD LOTS INCLUDING A 5.95 KM LENGTH OF FOREST, SIGNIFICANTLY FRAGMENTING VALLEY LANDS, DISRUPTING 1,000 HA OF LAND SIGNIFICANT TO WILDLIFE MOVEMENT - MAKING SERIOUS INCURSIONS INTO AREAS PROTECTED UNDER THE GREEN BELT PLAN.

WHEREAS THE 413 PROJECT WOULD CREATE 8.8 MILLION SQUARE METRES OF PAVED SURFACE, RIGHT OF WAY LAND AND TRANSITWAY PROPERTY (880 HECTARES/2174 ACRES), THE EQUIVALENT OF 13.59 FUNCTIONING ONTARIO FARMS WITHOUT CONSIDERATION OF THE ADDED TRANSITWAY CORRIDOR.

WHEREAS THE 413 PROJECT WILL INCLUDE A MINIMUM OF 60 METRES FOR AN ADJOINING TRANSIT WAY, IN ADDITION TO 110 METRES OF VEHICLE LANES AND ANOTHER 60 METRE RIGHT OF WAY FOR A TRANSMISSION CORRIDOR TO SUPPORT THE SPRAWLING EMPLOYMENT BUILDINGS AND RESIDENTIAL SUBDIVISIONS THAT WILL FOLLOW THE HIGHWAY.

WHEREAS A SIGNIFICANT NUMBER OF REPUTABLE ORGANIZATIONS HAVE DEMANDED THE CANCELLATION OF THE PROJECT, INCLUDING: ENVIRONMENTAL DEFENCE, THE DAVID SUZUKI FOUNDATION, THE FEDERATION OF URBAN NEIGHBOURHOODS, GRAVELWATCH, HALTON ENVIRONMENTAL NETWORK, NATIONAL FARMERS' UNION-ONTARIO, RESCUE LAKE SIMCOE COALITION, SUSTAINABLE VAUGHAN, TRANSPORT ACTION ONTARIO, THE WILDERNESS COMMITTEE AND SUSTAINABLE MISSISSAUGA; AS WELL AS FORMAL VOTES FROM THE MUNICIPALITIES OF HALTON HILLS AND ORANGEVILLE.

WHEREAS THE TRCA - WHICH IS THE REGULATORY AUTHORITY FOR DEVELOPMENTS IN FLOOD PLAINS, WETLANDS AND VALLEY LANDS - HAS ALSO OBJECTED TO THE POTENTIAL IMPACT OF THE PROPOSED HIGHWAY AS WELL AS THE STREAMLINED ENVIRONMENTAL ASSESSMENT PROCESS, AS HAS THE REGION OF PEEL.

WHEREAS ENVIRONMENTAL DEFENCE HAS FILED A REQUEST FOR DESIGNATION UNDER SECTION 9 OF THE FEDERAL IMPACT ASSESSMENT ACT REQUESTING THE GTA WEST PROPOSED PROJECT AND ASSOCIATED TRANSMISSION CORRIDOR TO BE CONSIDERED WITHIN FEDERAL JURISDICTION BY WAY OF IT'S MEETING THE CRITERIA FOR PUBLIC CONCERN, PARTICULARLY SINCE THE PROVINCE IS PROPOSING A SHORTENED EA PROCESS AS WELL AS THE CONSTRUCTION OF BRIDGES AND OTHER SIGNIFICANT ENVIRONMENTAL DISRUPTERS IN ADVANCE OF THE COMPLETION OF THE EA PROCESS;

WHEREAS THE 3 YEAR EA UNDERTAKEN BY THE PREVIOUS PROVINCIAL GOVERNMENT WAS SHELVED BECAUSE OF STRONG OBJECTION TO THE 413 BY EXPERTS IN THE FIELDS OF RURAL DEVELOPMENT, RENEWABLE CITIES, AGRICULTURE, ENVIRONMENT AND EFFICIENT TRANSPORTATION WHO SOUNDED ALARMS OVER PREDICTED IRREVERSIBLE ECOLOGICAL HARM CAUSED BY THE UNCONTROLLED, LOW DENSITY URBAN SPRAWL THE 413 WOULD CAUSE.

WHEREAS THE EA PROCESS WAS HALTED BY THE PREVIOUS GOVERNMENT AND A THREE PERSON EXPERT PANEL WAS APPOINTED THAT UNANIMOUSLY RECOMMENDED THE CANCELLATION OF THE GTA WEST HIGHWAY 413, A RECOMMENDATION THAT RESULTED IN THE PROJECT'S TERMINATION.

WHEREAS THE REGION OF PEEL IS CURRENTLY UNDERTAKING A MUNICIPAL COMPREHENSIVE REVIEW PROCESS WHICH WILL ALLOCATE RESIDENTIAL AND EMPLOYMENT NUMBERS TO 2051 AS WELL AS AREAS OF CONCENTRATION FOR BOTH, WITHIN THE GREENFIELD DEVELOPMENT DESIGNATED FOR THE TOWN OF CALEDON - A PROCESS WHICH HAS ALREADY BEEN AFFECTED BY THE PROPOSED HIGHWAY.

WHEREAS THE CURRENT LACK OF OPPOSITION TO THE GTA WEST HIGHWAY BY THE COUNCIL OF THE REGION OF PEEL HAS BEEN SITED AS ONE OF THE PROVINCIAL GOVERNMENT'S KEY ASSETS IN PUSHING THE HIGHWAY FORWARD.

WHEREAS THE CITY OF MISSISSAUGA PLAYS A SIGNIFICANT POLITICAL, FINANCIAL AND LEADERSHIP ROLE IN THE REGION OF PEEL.

THEREFORE, BE IT RESOLVED:

THE COUNCIL OF THE CITY OF MISSISSAUGA APPROVE THE FOLLOWING:

1. STRONG OPPOSITION TO ANY AND ALL ADVANCED CONSTRUCTION ASSOCIATED WITH PREPARATIONS FOR A GTA WEST HIGHWAY AND TRANSMISSION CORRIDOR.
2. FULL SUPPORT OF THE ENVIRONMENTAL DEFENCE REQUEST FOR A FEDERAL ENVIRONMENTAL ASSESSMENT PURSUANT TO S.9(1) OF THE IMPACT ASSESSMENT ACT (I.A.A.)
3. STRONG OPPOSITION IN PRINCIPLE TO CONSTRUCTION OF ANY TRANSPORTATION CORRIDOR TRANSVERSING THE REGION OF PEEL, BUT SPECIFICALLY THE CURRENTLY PROPOSED GTA WEST 413 HIGHWAY AND TRANSMISSION CORRIDOR, WHICH WILL WREAK HAVOC ON THE ENVIRONMENT, ENCOURAGE RESIDENTIAL SPRAWL AND DEPENDENCE ON THE CAR AS A SIGNIFICANT MEANS OF TRANSPORTATION.
4. THE MOTION BE SHARED WITH BRAMPTON, CALEDON, AND PEEL COUNCILS,
THE HONOURABLE JONATHAN WILKINSON – MINISTER OF ENVIRONMENT AND CLIMATE CHANGE,
MISSISSAUGA MPS AND MPPS,
COUNCILS OF THE REGIONS THROUGH WHICH THE PROPOSED GTA WEST HIGHWAY WILL TRAVEL.

² <https://www.inthehills.ca/2020/11/highway-413-the-opposition-reloads/>

³ https://www.google.com/amp/s/beta.ctvnews.ca/local/toronto/2020/11/5/1_5175853.html

⁴ <https://www.canada.ca/en/intergovernmental-affairs/services/safe-restart-agreement/letters/ontario.html>

⁵ <https://www.google.com/amp/s/www.thestar.com/amp/news/gta/2021/02/08/risk-of-covid-10-transmission-in-schools-remains-high-as-kids-return-to-class-the-latest-numbers-are-here.html>

⁶ <https://thepointer.com/article/2021-03-08/peel-region-gets-half-the-long-term-care-funding-compared-to-some-areas-of-ontario>

⁷ <https://www.theglobeandmail.com/business/article-retailers-rattled-as-covid-19-lockdowns-extended-in-toronto-peel/>

⁸ <https://cupe.ca/ford-government-hoarding-12-billion-meant-keep-ontarians-safe>

⁹ <https://www.theglobeandmail.com/canada/article-ontario-finance-minister-says-all-covid-19-contingency-funds-spent/>

¹⁰ <https://www.peelregion.ca/climate-energy/pdf/Climate-Change-Plan.pdf>

“Responding to the effects of climate change may result in the Region needing to expand its services while it supports its infrastructure over a vast geographical area. This will include maintaining and protecting over \$27 billion in current assets as well as a projected \$9 billion in additional assets by 2041.

In this dynamic environment, the Region will be looked to lead in the community through significant reductions in GHG emissions, while simultaneously increasing resilience to future climate change. This is enabled through the Municipal Act empowerment of local government as leaders in the community. The Region is tasked with accountability and transparent decision making that has the well-being of the municipality at its core, including respecting and responding to threat of climate change.”

¹¹ Municipal Organization and Administration

Role of council

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- (a) to represent the public and to consider the well-being and interests of the municipality.
- (b) to develop and evaluate the policies and programs of the municipality.
- (c) to determine which services the municipality provides.
- (d) to ensure that administrative policies, practices and procedures and controllership policies, practices and procedures are in place to implement the decisions of council.
- (d.1) to ensure the accountability and transparency of the operations of the municipality, including the activities of the senior management of the municipality.
- (e) to maintain the financial integrity of the municipality; and
- (f) to carry out the duties of council under this or any other Act. 2001, c. 25, s. 224; 2006, c. 32, Sched. A, s. 99.

¹² <https://www.caledonenterprise.com/news-story/10343752-inspection-found-43-per-cent-of-warehouses-distribution-centres-non-compliant-with-covid-regulations/>

¹³ <http://caledoncitizen.com/?p=34247>

¹⁴ [. Opinion: Yes, in my backyard: How urban planning must shift ...](#)

. ” ...Victor Doyle, a retired senior provincial planner who was one of the key architects of both the Greenbelt and the Growth Plan, said the province’s approach ignores the fact it has been urbanizing land at only half the rate anticipated when the Growth Plan was first launched in 2006. “Approving additional land will do nothing in relation to post-COVID recovery as it is decades away from being developed – if ever,” Mr. Doyle said...Tim Gray, executive director of Environmental Defence, said the existing projections for 2041 inflate the expected population growth expected in the suburban municipalities that ring Toronto...Kevin Eby, the former director of community planning with the Region of Waterloo, has analyzed the government’s 2041 Growth Plan projections, comparing them with more conservative numbers based on the 2016 census from the government’s own Ministry of Finance. His analysis shows that while Toronto and Peel Region have exceeded their Growth Plan projections for population and jobs, other areas have fallen well short. Durham Region alone, he writes in a policy paper, could see 297,000 fewer new residents in 2041 than the Growth Plan predicts, if the finance numbers are right. As a result, Mr. Eby argues, the region would have designated 4,000 hectares for residential development that never materializes – leaving it short hundreds of millions of dollars in development charges to pay for infrastructure such as roads and sewers.”

¹⁵ <https://www.theglobeandmail.com/canada/toronto/article-new-ontario-development-proposal-would-lock-in-years-of-sprawl/>

¹⁶ <https://www.caledonenterprise.com/opinion-story/8149242-the-scraping-of-highway-413/>

“The EA (Environmental Assessment) did not demonstrate that a new corridor that crosses protected lands was the only reasonable option to address future transportation needs.” The panels conclusions required almost 5,000 words to explain. It convincingly concluded planned, completed, or contemplated regional and provincial roads would offer benefits equal to those envisioned by the 413 proposal. That would include additional lanes on Highway 7 and 9, the prospect of new, toll-free, trucks only lanes along the 407, presumably the impact of the 427 extension to Major MacKenzie and that Drives link westward to Coleraine, a direct connection with Bolton’s industrial neighbourhoods.

Region of Peel
10 Peel Centre Drive, Suite A and B
Brampton, On L6T 4B9

For Thursday March 11, 2021

Good day, council Members:

My name is Phil Winters. I am a resident of the Town of Caledon. I am farmer and producer of local beer at my heritage farm, on the outskirts of Alton village.

I'm here to ask you all to re-think your communities support for the 413, and to ensure the most fulsome and vigorous environmental study is performed before we consider this huge infrastructure investment.

Our communities declare climate emergencies and a desire to move in a healthy direction yet prescribe 19th and early 20th century solutions to a 21st century problem. Building another 400 series road is misguided and unnecessary. It paves over critical farmland, reducing our local supply chain of food. Destroys critical forests and wetlands, which provide huge monetary value in providing clean water and air. Threatens portions of the Greenbelt, which are critical habitat for our local biodiversity. It costs taxpayers billions of dollars, at a time when our treasuries are beyond stretched.

We already have an underutilized 400 series highway 407, just 15 kilometers away from this proposed 413. Instead of a new destructive road, we should be widening our existing highways, and adding more separated rail to facilitate the movement of goods. We should be prioritizing extensions and expansion of current infrastructure (highway 400, 401, 407, 410 and 427); potentially implement congestion pricing; consider providing truck priorities on the 407, and other 21st century initiatives to combat our current challenges.

We should be committing these critical treasury funds to improve the GO Regional Express Rail on the Kitchener and Milton corridors, and provide a new GO corridor to Bolton, while increasing bus, rapid transit or light rail transit for Vaughan, Brampton, Mississauga and Caledon. I've seen these initiatives first-hand, as Denver transformed itself over a ten-year period from a car dependent region, with chronic air quality issues to a rail city, with interconnected transit options connecting every corner of a sprawling city, while significantly reducing congestion, air pollution and climate impact. This can and should be done in the GTA.

What concerns this citizen the most is the increase of urban sprawl. Our local municipalities are unable to afford servicing these new residents, when our budgets are already stretched. In an era of climate change, we need to densify our developments. We need infill. We need local, walkable communities. I believe this entire initiative is being led by the developers who stand to make billions on the backs of Ontario taxpayers, and that their political force is one of the

driving factors that we are even still considering this highway which has been scrapped under previous governments.

We have seen the changing dynamic of the workplace and flow of goods through this pandemic. Do we sink billions into this infrastructure at the cost of other more sensible solutions? Car technology is changing, offices are becoming obsolete with more and more residents working from home. As we study and understand what the future brings, this level of infrastructure spending into old technology seems to lack the vision

Dealing with climate change and the physical and financial health of local residents should not be usurped by the needs of developers and the few farming landowners who stand to gain from selling and developing these critical landscapes that should be preserved for food production and fighting climate change.

This outdated, sprawl inducing form of development is a 20th century creation that should not be repeated in the 21st century, with all we know about the negative impacts it has on the environment and overall community health. We now have the knowledge of the importance of our natural capital and what it offers to a region. If we are really serious about climate change, which has been stated by all councils here, then this highway would not even be under consideration by any in this region.

Thank you,

Phil Winters

