

DAN O'REILLY

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March 5, 2021

Chair Nando Iannicca and Councillors  
Regional Municipality of Peel  
10 Peel Centre Drive,  
Brampton, ON L6T 4B9

**RECEIVED**  
**March 5, 2021**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Dear Chair Iannicca and Peel Region Councillors,

RE: Highway 413

As a Caledon resident who lives very close to the route of the proposed Highway 413 on the remnants of a family farm that has been in our family's possession since the 1840s, I am requesting Peel Regional Council pass the motion to oppose Highway 413, and support a full federal environmental assessment at its March 11<sup>th</sup> meeting.

If council does so, it will send a crystal clear message to the Provincial Government that another destructive mega-highway is neither needed nor wanted by the vast majority of residents in the municipalities the highway would cut a destructive path across.

Admittedly, this is a very personal request. I don't want a 400-style highway constructed approximately a kilometre away from where I live.

But my opposition to the highway is also based on the severe financial, environmental, and social consequences which will continue for decades if the highway is ultimately given the green light.

Slammed by the Globe and Mail in an editorial as "a "\$6-billion sprawl accelerator", Highway 413 would be a monstrously expensive 59-kilometre-long highway that would pave over farms, forests, wetlands, portions of the Greenbelt and have injurious impacts on the small headwater streams which feed the Humber, West Humber, Etobicoke, and Credit Rivers.

It will have a particularly devastating impact on the Nashville Conservation Tract, the large conservation area in northwest Vaughan which is the site of the Kleinburg portion of the Humber Valley Heritage Trail.

The highway would dismember the conservation area, destroy or seriously degrade wildlife habitat and migration corridors, spell the demise of the trail in that area, end any hope of connecting the Bolton and Kleinburg sections of the heritage trail, and possibly accelerate development pressures on the remainder of the conservation area.

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

But the devastation wouldn't stop there. The highway would also slice the Town of Caledon in half, facilitating sprawling warehouse and housing developments on both sides of the corridor.

It's not quite clear how construction of the highway would be financed. There has been speculation it would be a toll road. But that doesn't take into account the sewer, water, and other required infrastructure needed to service that development. As the largest partner in the Peel Regional partnership, the City of Mississauga would pay a disproportional share of those servicing costs.

And why is there is need for a second toll road, when one already exists in the form of the underutilized Highway 407? This is a suggestion Peel Region launch discussions with the trucking industry on how to lobby the province for a subsidy, or even a 100-per cent rebate to encourage truckers to use that highway more often. A rebate program would be expensive, but considerably less expensive than building a totally unnecessary new highway.

Having a subsidized dedicated truck lane was one of a number of strategies put forth by a panel of experts, whose conclusions on the minimal benefits of Highway 413, led to the cancellation of the project by the previous Liberal government.

Instead of throwing away billions of dollars on an ill-conceived mega-highway, taxpayer dollars should be more wisely invested in improving public transit, especially the building of new GO train lines.

Halton Region, the Town of Halton Hills, the Town of Orangeville, the City of Mississauga and, most recently, the City of Vaughan have all come out against Highway 413. Peel Region should follow their lead.

Thank you for your consideration.

Yours truly,

Dan O'Reilly

c.c. Caledon Mayor Allan Thompson

Caledon Ward Four Regional Councillor Jennifer Innis