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REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: stacey wilson [REDACTED]

Sent: March 5, 2021 4:50 PM

To: Patrick Brown <patrick.brown@brampton.ca>; Pat Fortini <pat.fortini@brampton.ca>; Iannicca, Nando <nando.iannicca@peelregion.ca>; ZZG-COUNCIL <zzg-council@peelregion.ca>

Subject: Hwy 413-Please Oppose!

Good afternoon Mr Mayor, Cllr Fortini and Peel Regional Council,

I am writing you today as a concerned citizen and constituent in Ward 7, Brampton. As a long time resident of the area I have witnessed the rapid loss of habitat and impacts to our local environment over the last 25 years. Development and sprawl have had a massive impact on the health of the local environment, contributed to significant habitat loss, increase in invasive species and loss of biodiversity. This in turn has contributed to a significant loss for many residents in terms of quality of life and impact to mental health for those that value our collective environment.

Brampton and the surrounding region are *literally* at a crossroads when it comes to what the future for the health of the environment looks like in this community and, consequently what the future health of the wider environment will be in southern Ontario. Most recently, as a member of BEAC I have been pleased to see the position that the city has taken on a number of important environmental initiatives such as re-visiting the plans for Williams parkway, supporting the 2040 Vision for a greener more sustainable city, declaring a climate emergency, committing to expanding the urban forest health through assessment and planting among others. These, are in my opinion important steps in the right direction that will fulfill the promise of the 2040 Vision. These are steps that *many* Brampton residents support.

Suffice to say, in my view, a number of legislative changes imposed by the current provincial government are in direct opposition to the future of a sustainable and healthy environment in Ontario. As you may be aware southern Ontario occupies an important ecosystem biome. The highest species biodiversity existed here—what remains needs all the protection we can give. Unfortunately, it is also heavily impacted by human population and our way of modern living. If the province continues to move ahead unchecked, the future for Ontario’s environment, species at risk and existing habitat will be further fragmented and poses the risk of permanent and irreversible damage. This is not acceptable. It does not have to be this way.

Take for instance the resurrection of the highway 413. Though this highway was proposed in the past-it was assessed in previous terms of government as wasteful, inefficient and frankly not worth the cost to the environment and communities it will impact. Brampton stands to be one of those communities significantly impacted. Caledon—an area that is close access for many city residents to enjoy nearby nature stands to have nearly all of that nature wiped out by this proposed highway. Once highways move in-it is an open invitation for further sprawl and “development”.

What follows is a recap of the problems already identified in previous assessments with this highway:

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

- This projected path of this highway will traverse significant waterways via the Credit and Humber—it will cross rivers and water courses 85 times, subjecting those waterways and species that depend on them—including us (that water flows into lake Ontario-**our water source**) to high levels of pollution associated with highways-carbon impacts, heavy metals, road salt etc
- it will *destroy* 400 acres of the Greenbelt and with it, the loss of vital corridor habitat for many remaining species struggling to eek out an existence in the face of the onslaught of sprawl
- lead to more urban sprawl-which frankly is an archaic manner to develop cities,
- increase greenhouse gas emissions when Peel Region has declared a Climate Emergency-this is a direct contradiction in both principle and practice,
- harm our health with more air pollution and significantly increase the consequential costs to the health care system
- and cost provincial taxpayers at minimum \$6 billion.

This is just a short list. Additionally, during the pandemic people have been lauding the benefits of nature for mental health—well, it is greater than that. Once destroyed it cannot be replaced. An artificially constructed wetland will not replicate what has taken millennia for nature to create. To date humans have not successfully been able to replicate natural ecosystems—at best, we can strive to mimic how complex natural systems and species interrelationships function.

As a pre-pandemic commuter-I can attest that the 407 is starkly under-utilized. Evidence is stating that an additional 400 series hwy will not improve anyone's commute. In fact, what will work look like after the pandemic? Many are suggesting that a great number of people will continue to work from home. For others that must commute, why not make greater investments in green and rapid transit? While it is true that hwy 401 is polluted with truck traffic—why not change the toll access to encourage logistics companies to use the 407? Make a dedicated lane?

Evidence is also stating that the resurrection of the 413 will cost upwards of 6 billions dollars—is this really money well spent? Does the province have this in the coffers or, will it be built and then sold off to become another toll highway? It is predictable based on existing evidence (407) that if this were the scenario-logistics companies will abandon this highway as well in favour of free access on the 401.

It is clear that the only ones who stand to benefit from this proposed highway are the developers, aggregate and construction companies and those that in turn stand to benefit from quid pro quo support. Though I am aware that "development" is in many ways unavoidable, can't we make

better decisions about what that development looks like? Surely it could include a greener and more sustainable path forward.

You have an important decision in front of you, one that will have a lasting impact on the future of Ontario's natural environment. I urge you to oppose the faulty and disastrous plan to move ahead with the 413. Further, I would ask you to insist that a full federal environmental assessment be requested before any further steps are taken to push this highway through.

Thank you for your attention to this important matter.

Stacey Wilson

