
For Information

REPORT TITLE: Greater Toronto Area West Transportation Corridor – Project History and Planning Impacts

FROM: Andrea Warren, Interim Commissioner of Public Works

OBJECTIVE

To provide Regional Council with information to inform its decision-making on a motion to: oppose advanced construction associated with the Greater Toronto Area (GTA) West Corridor and Transmission Corridor; support the request for a federal designation of the project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)*; and oppose in principle construction of any transportation corridor transversing Peel, specifically the GTA West 413 highway and Transmission Corridor, which was referred to staff on February 25, 2021.

REPORT HIGHLIGHTS

- At the February 25, 2021 Regional Council Meeting, a motion was brought forward to: a) oppose advanced construction associated with the GTA West Corridor and Transmission Corridor; b) support the request for a federal designation of the project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)*; and c) oppose in principle construction of any transportation corridor transversing Peel, specifically the GTA West 413 highway and Transmission Corridor.
- The motion was referred to Regional staff to bring back a report regarding the GTA West Corridor Environmental Assessment project history and the impact of adopting the motion on Regional interests including planning, transportation, environment, climate change and finance.
- The advancement of construction prior to the completion of the GTA West Corridor Environmental Assessment (EA) may result in unforeseen impacts to the Region and as such, opposition to any advanced construction in preparation for the GTA West Highway and Transmission Corridor would not be in conflict with the Region's interests.
- If approved, the designation of the GTA West Corridor project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)* may extend the timeframe required to complete the GTA West Corridor EA however it may also provide opportunities to further examine the climate change, environment, and health impacts of the project. These examinations can also be realized through the Ministry of Transportation's GTA West Corridor EA in lieu of a federal impact assessment and could be done through working with the Toronto Region Conservation Authority to implement a Voluntary Project Review process and by conducting a fulsome Health Impact Assessment.
- The referred motion, if adopted and implemented by the cancellation of the GTA West Corridor would require re-evaluation of some technical elements of the ongoing MCR to plan for 2051 growth but would not appear to impact the overall directions such as increased intensification, increased density, more sustainable modes of transportation, balanced job growth, addressing climate change and enhancing the natural environment.

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- Any increase in infrastructure requirements to address growth due to the cancellation of the GTA West Corridor would put pressure on development charges, capital reserves and ultimately property taxes.
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DISCUSSION

1. Introduction

This report is intended to assist Regional Council in its decision making on a motion regarding the GTA West Transportation Corridor (GTA West Corridor) Environmental Assessment (EA) referred to staff at the February 25, 2021 Regional Council meeting:

- a) oppose advanced construction associated with the GTA West Corridor and Transmission Corridor;
- b) support the request for a federal designation of the project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)*; and
- c) oppose in principle construction of any transportation corridor transversing Peel, specifically the GTA West 413 highway and Transmission Corridor

The report is structured under four key sections: (1) a history of the GTA West Corridor and Northwest GTA Transmission Corridor Study; (2) an overview of the considerations for the Region associated with adopting each of the key parts of the referred motion; (3) the environmental, agricultural, climate change, and health impacts of the proposed GTA West Corridor; (4) financial implications.

A summary of the key considerations under each section of the report can be found in Appendix I.

2. Background

In 2008, the Ministry of Transportation (MTO) initiated an Environmental Assessment (EA) to identify solutions to link urban growth centres in the western Greater Toronto Area (GTA). The study eventually became known as the GTA West Transportation Corridor (GTA West Corridor) EA and the preliminary study area spanned broadly from York Region to Guelph.

In 2010 the Region of Peel, Halton Region, City of Brampton, and the Towns of Halton Hills and Caledon jointly completed the Halton-Peel Boundary Area Transportation Study (HPBATS) which identified the need for a north-south corridor in the Halton Peel Boundary Area with connections to the future GTA West Corridor and Highway 401/407 interchange.

Subsequently, in 2012, the MTO concluded stage 1 of the GTA West Corridor EA which examined various transportation alternatives including transit, transportation demand management, and roads and highways along with other modes, and released the Transportation Development Strategy (TDS). The TDS identified the need for a combination of: a) the optimization of existing transportation networks; b) new and expanded non-road infrastructure (transit, rail, etc); c) road widenings; and d) a new 400-series highway and transitway spanning from Highway 400 in the City of Vaughan to the Halton-Peel boundary with connections to Highways 427, 410, and the 401/407 interchange. Through the TDS, the MTO also revised the study area for the EA and the western section largely coincided with

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the HPBATS study area. In 2013, the HPBATS recommendations were referred to the MTO to review and implement through the GTA West Corridor EA.

In 2015, the Province of Ontario suspended the GTA West Corridor EA and appointed an advisory panel to examine the project. Subsequently in 2018, the MTO cancelled the GTA West Corridor EA based on the advisory panel's recommendation in light of climate change and emerging technologies.

In 2019, following a change in Provincial government, the MTO resumed the GTA West Corridor EA. At that time, the Ministry of Energy, Northern Development and Mines also initiated a new study called the Northwest Transmission Corridor Identification Study (Transmission Corridor Study) to identify lands adjacent to the GTA West Corridor for a future transmission corridor.

In 2020, the MTO confirmed the Preferred Route for the GTA West Corridor (See Appendix II) and the Province of Ontario also proposed a regulation to streamline the GTA West Corridor EA.

In February 2021, the Federal Minister of Environment and Climate Change received a request from Ecojustice on behalf of Environmental Defence to designate the proposed GTA West Corridor Project under subsection 9(1) of the *Impact Assessment Act, 2019 (Canada)*.

On February 24, 2021, the City of Mississauga passed a motion approving:

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, 2019 (Canada)*; and
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

A similar motion was raised at the February 25, 2021 Regional Council meeting and the motion was referred to staff to report back on GTA West project history and planning impacts.

3. Proposed GTA West Corridor and Transmission Corridor Motion Referred to Staff

The following sections provide an overview of the considerations for the Region associated with adopting each of the key parts of the referred motion:

a) Strong opposition to any and all advanced construction associated with preparations for a GTA West highway and transmission corridor

On July 8, 2020, the Province of Ontario proposed a regulation to streamline the GTA West Corridor EA. If approved, the streamlined process would permit certain “Early Works” to proceed to construction prior to the completion of the GTA West Corridor EA. As limited details were provided on the proposed changes to the EA process, Regional staff have requested further information to better understand implications to the Region.

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Examples of some preliminary Early Works activities identified in the proposed regulation include new bridge construction, bridge replacement and expansion, transitway station construction, and utility relocation.

These activities may have significant impacts on natural and environmental systems and health outcomes in Peel and opportunities to avoid, mitigate, or minimize the impacts would be identified through the completion of the EA. As such, opposition to early works associated with preparations for the GTA West Corridor and transmission corridor would not be in conflict with the Region's interests. It should be noted that, if approved, the regulation to streamline the GTA West Corridor EA would only apply to the GTA West Corridor EA and not the Northwest GTA Transmission Corridor Study.

b) Full support of the Environmental Defence request for a Federal Environmental Assessment pursuant to s.9(1) of the *Impact Assessment Act, 2019 (Canada)*

The *Impact Assessment Act, 2019 (Canada)* sets out the federal process by which certain projects (designated on a project list or by the Federal Minister of the Environment (the "Minister") are required to be assessed for impacts to the environment falling under federal jurisdiction, prior to construction of the project. Generally, environmental matters under federal jurisdiction include migratory birds and certain species at risk, matters that involve federal fisheries and navigable waters, matters related to climate change (though this is not an exclusive jurisdiction), and all matters related to nuclear safety.

Should a ministerial designation of the project be made, the Minister will have to decide whether a Federal Impact Assessment is to be conducted. It should be noted that a Federal Impact Assessment does not automatically supersede the Provincial environmental assessment process. Should a Federal Impact Assessment be required, the Impact Assessment Agency of Canada will be required to work with the Provincial Ministry of Environment Conservation and Parks (MECP) to develop a Cooperation Plan and ensure that the assessment consider potential environmental, health, social and economic impacts of proposed projects, including benefits.

To inform the Federal Minister of Environment and Climate Change's decision on the designation request, the Impact Assessment Agency of Canada (IAAC) sought the following input from municipalities impacted by the GTA West Corridor by March 3rd, 2021:

- a. whether any bylaws or requirements of the Region of Peel apply to the Project
- b. whether the Ontario Ministry of Transportation is addressing the interests and issues of importance related to Peel matters.

While Regional Council has not taken a position on the designation request made by Ecojustice, Regional staff have provided a response to the IAAC which provides an overview of the Region's Official Plan policy framework as it relates to the GTA West Transportation Corridor and Environmental Protection, acknowledgement of MTO's work with staff to date, an overview of outstanding matters of Regional interest, and an overview of the local municipal positions (See Appendix II)

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In response to IAAC's request, the Councils of the Town of Caledon and City of Mississauga have expressed support for designation of the proposed GTA West Transportation Corridor Project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)*. City of Brampton Council, at its March 3rd, 2021 meeting, will be considering the February 24, 2021 recommendations of the Committee of Council expressing support for the designation (See Appendix II).

Should the Federal Minister of Environment and Climate Change approve the designation, the timeframe required to complete the GTA West Corridor EA will likely be extended.

Regardless of the outcome of the IAA request, regional staff will continue to advocate for MTO's GTA West Corridor EA to comprehensively identify, avoid, minimize, and mitigate environmental, climate change and health impacts. Committing to work with the Toronto Region Conservation Authority (TRCA) to implement a Voluntary Project Review and conducting a fulsome Health Impact Assessment (HIA) are two ways by which the Provincial EA process can address many of these impacts. However, no commitment to conduct this work has been received from MTO to date.

If a designation and subsequent decision to require a Federal Impact Assessment is made, such an assessment could present the opportunity to further study, identify and address positive and negative health outcomes associated with all phases of the proposed GTA West Corridor, and identify challenges and opportunities to mitigate greenhouse gas (GHG) emissions and other climate change impacts of the GTA West Corridor which are explained further in Section 3 of this report.

c) 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

The following subsections discuss the potential implications should the above resolution clause be supported. However, it should be noted that staff are interpreting "any transportation corridor" to be specifically the GTA West Transportation Corridor.

i) Region of Peel Responsibilities Prescribed by Provincial Policy

According to the *Provincial Policy Statement, 2020 (PPS, 2020)* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan, 2020)*, the Region of Peel is obligated to plan for and protect corridors for infrastructure including transportation, transit, electricity generation, and transmission systems to meet current and projected needs. The Growth Plan includes a planned future transportation corridor in the vicinity of the GTA West Corridor

The PPS, 2020 also prohibits municipalities from permitting development within planning corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified and goes on to prescribe that any new development proposed on adjacent lands to existing or planned corridors. It further prescribes that transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

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In accordance with the above Provincial direction, the Region has adopted corridor protection policies through various Regional Official Plan Amendments including ROPA 32 (North West Brampton Shale) and ROPA 30 (BRES) recently approved and ROPA 26 (Transportation policies approved in 2012 currently under appeal).

Should Regional Council oppose the construction of the GTA West Corridor and Transmission Corridor, and no decision is made by the Province to formally cancel the project, the Region of Peel would still be obligated to plan for and protect the two corridors. As such, the Region would need to consider how the infrastructure planning provisions of the Growth Plan and PPS would be addressed in the ongoing planning work.

ii) Matters of Regional Interest if the GTA West Transportation Corridor and Transmission Corridor are Cancelled

If the GTA West Corridor and Transmission Corridor Study being undertaken by the Province are cancelled, there would be planning, growth, and infrastructure considerations, which are discussed below:

Planning for Short-term 2031 Growth

The Region has planned for 2031 population and employment growth, as allocated through the *Growth Plan, 2006*, assuming the GTA West Corridor will be constructed and some limited infrastructure servicing has begun.

As mandated by the Province, development in the areas identified to accommodate growth and settlement expansion to 2031 will continue to be impacted by the corridor protection policies and legislated freezes. New greenfield areas impacted by the GTA West Corridor preferred route include Northwest Brampton (200 hectares), Ninth Line (20 hectares) and the Bolton Residential Expansion Area (35 hectares). Other areas impacted include older greenfield expansions like the Bramwest, Northeast Brampton, and emerging greenfield growth areas to 2051.

Should the GTA West Corridor project be cancelled, the uncertainty about the process and outcomes to replace that planning would likely extend delays in the Regional and local municipal planning processes for areas such as North West Brampton, North East Brampton (SP47) and Bolton, delaying the time when both housing and jobs can ultimately be available as required to meet growth forecasts.

Planning for Long-term 2051 Growth: The Peel 2041+ Municipal Comprehensive Review

Through the Peel 2041+ Municipal Comprehensive Review (MCR), the Region is planning for growth to the year 2051 as forecasted in the *Growth Plan, 2019*. From 2021 to 2051, the Region is planned to grow by an additional 700,000 people and 360,000 jobs. Should the GTA West Corridor be cancelled, staff would need to further assess the implications on the technical studies that have been undertaken to support the various focus areas of the Region's MCR which plan for this growth.

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The referred motion would not appear to impact the overall directions of the ongoing MCR such as increased intensification, increased density, more sustainable modes of transportation, balanced job growth, addressing climate change, healthy development and enhancing the natural environment. However, the cancellation of the GTA West corridor would require re-evaluation of some elements of review such as the transportation, financial analysis, Major Transit Station Areas, and Settlement Area Boundary Expansion MCR focus areas. Agricultural and environmental implications in the vicinity of the corridor would also require re-evaluation. This could potentially delay the MCR by several months depending on the scope of the updates required, however it is expected that the Provincial approval deadline of July 1, 2022, could still be met.

Growth Management Focus Area: The Region's detailed population and employment growth allocations have been drafted assuming the GTA West Corridor would be a factor in the location of growth, particularly in the employment sector. The distribution of growth and development may need to be revisited somewhat should the GTA West Corridor be cancelled. However, the overall growth population, housing and employment needs and distribution are expected to remain largely intact.

With less direct highway linkages to future employment areas, achieving employment forecasts may be more difficult and take longer than if the areas were directly served by the GTA West Corridor. The absence of the GTA West Corridor could impact future decisions about the siting of new employment land designations within southern Caledon and direct the development to areas along Mayfield Road, Hurontario and Airport Road which do have good connections to Highway 410, the planned Highway 427 extension and other goods movement infrastructure.

Settlement Area Boundary Expansion Study: The Settlement Area Boundary Expansion (SABE) technical studies undertaken to date have included the GTA West Corridor as part of the analysis. These studies are required by the Growth Plan to support selection of the draft SABE. Should the GTA West Corridor be cancelled, some studies would need to be updated to determine if the recommendations would change without the GTA West Corridor. Also, assumptions included in the detailed water and wastewater and transportation infrastructure assessments that are currently underway would need to be revisited. It is possible that these updates may result in some changes to the draft conceptual SABE as presented to Council on December 10, 2020.

Climate Change Focus Area: This focus area proposes policies that aim to: increase intensification and density through mixed use and transit supported development; reduce greenhouse gas emissions and other pollutants through sustainable and active transportation; protect, restore and enhance Peel's natural systems and water resources; promote energy efficiency and conservation, including green development standards; and identify and protect prime agriculture lands. The cancellation of the GTA West Transportation Corridor would support the intent of these policies. Note that additional information on environment, agriculture, climate change and health considerations is provided below.

Major Transit Station Area Focus Area: This focus area plans for the land use implementation around transit stations and would not be impacted by the

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cancellation of the GTA West Corridor. The Region has been monitoring the status of the potential transit stations along the GTA West Corridor transitway, but they have not been identified in the draft Major Transit Station Area Regional Official Plan Amendment (MTSA ROPA).

Transportation Focus Area: The policies proposed under this focus area support a balanced approach in planning the Region's transportation system. The policies ensure the safe and efficient movement of people and goods by both vehicles and sustainable modes such as transit, walking, cycling, and carpooling. Should the GTA West Corridor be cancelled, the Region would have to review the GTA West Corridor Protection Policies and identify, plan for and protect for an alternative transportation solution to meet current and projected needs through the MCR process.

Long Range Transportation Plan

It is anticipated that morning peak hour trips within the Region of Peel will increase by approximately 40 per cent or 303,000 added trips by 2041. In order to accommodate future travel demand, the Region's Long Range Transportation Plan, 2019 (LRTP) recommends a balanced approach of achieving a 50 per cent sustainable mode share in combination with limited road widenings by 2041. The LRTP assumes the GTA West Corridor will be implemented to help facilitate the forecasted movement of people and goods and to alleviate demand from the Regional road network.

Should the GTA West Corridor be cancelled, Regional staff would be required to undertake an update to the LRTP. Based on a preliminary analysis conducted in 2018 during the previous cancellation of the GTA West Corridor, Regional staff expect that:

- A north-south corridor along the Halton-Peel boundary will still be required in some form to accommodate future growth, as identified in the HPBATS;
- General increases in traffic volumes and congestion may occur on most arterial roads in Brampton, southern Caledon, and northern Mississauga; and
- Changes will be required to the Region's planned road and sustainable transportation network, including but not limited to:
 - the addition of new road infrastructure, including road widenings, to support travel demand generated by future growth; and
 - the removal of some planned road infrastructure currently in place to support GTA West interchange traffic.

It is expected that the anticipated travel demand will further increase by 2051 requiring additional infrastructure needs.

Goods Movement

The Region of Peel is home to the Toronto Pearson International Airport, which is Canada's largest and busiest airport by freight and passenger volume. It is expected that by 2037, Pearson Airport is forecasted to process upwards of 85 million passengers, 1 million tonnes of cargo, which will facilitate over 700,000 jobs in Ontario. The Region is directly adjacent to the Canadian Pacific Vaughan intermodal terminal

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and is home to the Canadian National (CN) Brampton Intermodal terminal, which is currently the largest in Canada. Approximately 13,000 trucks travel in and out of the CN intermodal facility weekly using the Regional road network. Further, the Region of Peel has received United Nations University Regional Centre of Expertise designation. The Peel Regional Centre of Expertise network will connect Region's strategies globally, and will heighten external partnerships for goods movement and sustainable transportation.

Currently, many of Peel's arterial roadways experience truck volumes that are representative of Provincial highways. These volumes are expected to increase as a result of future growth and development. Goods movement is a significant contributor to Peel's economy, and the GTA West which is expected to include truck priority features will act as an important corridor by diverting a portion of trucks from using Regional roads and existing congested highways. Any subsequent EA planning stage or Federal Impact Assessment may provide the opportunity to consider alternative solutions for accommodating goods movement.

Cancellation of the GTA West Corridor would be expected to result in an increase of heavy truck traffic on the Regional road network as a result of future growth and development, and would also require the exploration of alternative solutions to accommodate goods movement.

Addressing Future Electricity Needs

The Independent Electricity System Operator (IESO) has identified a need in their Integrated Regional Resource Plan for the Northwest Greater Toronto Sub Region (i.e. Northern Brampton/Southern Caledon) to provide additional transformer and transmission line capacity to meet forecasted demand for growth. Should the study to identify lands for a future transmission corridor be terminated, additional studies would be required to determine how needs could be met through combination of alternate corridors and net zero energy communities supported through energy conservation and decentralized, low carbon energy sources (ex. district energy). Notwithstanding, it should be noted that should the GTA West Corridor EA Study be cancelled, the Transmission Corridor Study could still move forward separately from the highway as it is a separate study.

4. Environment, Climate Change and Health Considerations of the GTA West Corridor and Transmission Corridor to Peel Region

It should be noted that the GTA West Corridor has impacts to the natural environment and agricultural lands in Peel as well as implications to health and climate change. The following sections outline considerations to the Region of Peel assuming the corridor is in place.

a) Natural Environment Considerations

A detailed analysis of the impacts and net environmental effects of the highway/transitway right-of-way has not been completed at this time. However, environmental impacts of route alternatives have been provided in EA reports completed by MTO and in technical submissions by TRCA and CVC in their capacity as commenting agencies.

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In Peel, approximately 163 hectares of Greenlands System natural features and areas within the preferred route are potentially impacted. The route alignment requires 22 crossings of defined valley corridors in Peel and 26 crossings of watercourses. Significant crossings include the Credit River, Etobicoke Creek and West Humber River tributaries. Connectivity and function of the Greenlands System along valleylands and watercourses for the movement of plants and animals is potentially impacted.

The linear nature and design of the highway/transitway make it difficult to avoid loss of sensitive environmental features. In some cases, impacts can be mitigated to minimize or avoid impacts. As environmental assessment processes typically consider a range of financial, social, and environmental considerations, any subsequent EA planning stages should include substantive effort to avoid and minimize impacts along with the consideration of compensation for loss of habitat where warranted.

b) Agricultural Considerations

Large portions of the GTA West study area are comprised of Class 1 to 3 prime agricultural lands. Prime agricultural lands have the highest capability to support sustained production of common field crops. In Peel, approximately 708 ha of prime agricultural land is potentially impacted in the preferred route area. The highway/transitway will require property acquisitions and this will have the potential to fragment farm parcels, remove farm buildings and impact farm infrastructure.

In 2019, the MTO identified the approach that was being undertaken to evaluate and mitigate impacts. The Guideline for Planning and Design of the GTA West Corridor through the Greenbelt was referenced as guidance to MTO to address impacts to agriculture. This guidance references standard mitigation and compensation measures for direct agricultural impacts, mitigation for farm equipment access on side roads and mitigation during and after construction. The location of the MTO's preferred route alignment bisects the Prime Agricultural Area in southern Caledon which results in the loss and fragmentation of agricultural land. Like the assessment of the impact to the natural environment, any subsequent EA planning process should apply compensation and mitigation considerations in the design of the corridor.

c) Climate Change Considerations

The 2012 Transportation Development Study found that due to possible congestion relief the GTA West Corridor would result in a slight reduction in GHG emissions during peak hours relative to the base case. In contrast, the 2015 Provincially appointed Advisory Panel found that these findings may have been overstated. In reviewing the literature, multiple transportation studies have found that adding capacity to roadways fails to sustain congestion alleviation due to increased vehicle kilometers traveled (VKT). Increased VKTs directly result in increases in GHG emissions. In light of these inconsistencies there is a need for the comprehensive accounting of GHG emissions as they relate to the GTA West Corridor, which should be considered in any subsequent EA planning or Federal Impact Assessment.

Further, the impacts of new technologies such as electric vehicles may influence climate change over time and should also be further studied through any subsequent EA planning or Federal Impact Assessment.

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Natural systems provide cost effective ecological services and resiliency in response to climate change threats such as more frequent and extreme heat and flooding. With the potential impacts to the Greenlands System natural features and sensitive natural areas cited in the earlier Natural Environment section, the GTA West Corridor would reduce the level or effectiveness of these ecological services through direct loss of habitat and could limit local communities' ability to adapt to climate change threats. There are also potential impacts to groundwater and wells through the use of road salt and indirect impacts of climate change. Any subsequent EA planning stages or Federal Impact Assessment should consider how best to mitigate the highway's impact and protect the resiliency of the natural systems and associated ecological services.

The cancellation of the GTA West Corridor would provide opportunity for exploration of alternative growth and transportation solutions that support climate change outcomes and consider emerging technologies, such as; compact complete communities, low carbon decentralized energy, sustainable transportation networks, and greater transit investment. However, the net impact to climate change and implications to achieving the Region's climate policies and community GHG emissions reduction target (80 per cent by 2050), can only be determined once an alternative growth and transportation solution to the corridor is identified.

d) Health Considerations

The way our communities and transportation networks are designed, built and operated can have a significant impact directly and indirectly on the health and well-being of the community, particularly vulnerable populations. Transportation decisions influence health behaviour, which in turn impact rates of chronic disease (e.g., diabetes), physical activity, as well as air quality (e.g., respiratory illness and other impacts), water quality, access to healthy foods, noise levels, mental health and road related injuries and death. The direct and indirect health care costs associated with these impacts are significant. To assess the health impacts of the GTA West, Regional staff have requested that MTO complete a Health Impact Assessment (HIA) as part of the EA process. An HIA is an evidence-informed multi-disciplinary framework that evaluates the potential impacts, both positive or negative, that a project or policy could have on health, and the distribution of those impacts within the community (i.e., health equity). An HIA extends beyond the physical impacts on health that are typically assessed (e.g., air quality, noise) and provides a health lens, whereby impacts are identified, and recommendations emerge that optimize health. An HIA prioritizes human health and provides information on the potential health impacts of a project.

FINANCIAL IMPLICATIONS

The cancellation of the GTA West Corridor would likely result in additional infrastructure requirements to address future growth which would have to be funded by either the Region or local municipalities. The increased infrastructure would put pressure on development charges, capital reserves, and ultimately operating costs and property taxes. However, as the transportation solutions to address impacts of any increased volume have not been defined yet, no estimated cost can be provided. The capital costs in particular may be significant, however staff will be in a better position to assess financial impacts once potential options to deal with any increased volume are better known.

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CONCLUSION

In conclusion, the following is a summary of the various considerations Regional Council should be aware of in relation to the GTA West project:

1. Opposition to any advanced construction in preparation for the GTA West Highway and Transmission Corridor would not be in conflict with the Region's interests.
2. If approved, the designation of the GTA West Corridor project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)* may extend the timeframe required to complete the GTA West Corridor EA however it may also provide opportunities to further examine the climate change, environment, and health impacts of the project. Detailed examination of climate change, environment, and health impacts can also be realized through the MTO's GTA West Corridor EA in lieu of a federal impact assessment and could be done through working with the TRCA to implement a VPR process and by conducting a fulsome HIA.
3. Should Regional Council choose to oppose the GTA West Corridor, the Region nevertheless has an obligation to plan for and protect the GTA West Corridor and Transmission Corridor as prescribed in Provincial Policies and consequently, there would be no change to the Region's transportation and growth management planning unless the project is cancelled by the Province.
4. Should the GTA West Corridor be cancelled, the impact to climate change and health and transportation planning can only be determined once an alternative growth and transportation solution to the corridor is determined.
5. Any increase in infrastructure requirements to address growth due to the cancellation of the GTA West Corridor would put pressure on development charges, capital reserves and ultimately property taxes to an extent that cannot be quantified at this time.

APPENDICES

Appendix I – Summary of Key Messages within the March 11, 2021 GTA West Corridor Staff Report

Appendix II - Preferred Route for the GTA West Corridor (2020)

Appendix III - Region of Peel Staff Response to the IAAC Regarding Request for a Designation of the GTA West Corridor

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Reviewed and/or approved in workflow by:

Department Commissioner, Division Directors and Legal Services.

Summary of Key Messages: GTA West Transportation Corridor – Project History and Planning Impacts

At the February 25, 2021 Regional Council Meeting, a motion was raised concerning the GTA West Transportation Corridor (GTA West Corridor) Environmental Assessment (EA) and referred to staff for a report. The motion proposed that Regional Council:

- a) oppose advanced construction associated with the GTA West Corridor and Transmission Corridor;
- b) support the request for a federal designation of the project under s. 9(1) of the *Impact Assessment Act, 2019 (Canada)*; and
- c) oppose in principle construction of any transportation corridor transversing Peel, specifically the GTA West 413 highway and Transmission Corridor

The following provides a summary of considerations discussed in more detail in the Report:

Early Works:

- Opposition to early works associated with preparations for the GTA West Corridor and transmission corridor would not be in conflict with the Region's interests.

Federal IAA Request:

- If a decision to require a Federal Impact Assessment is made, it could present an opportunity to further identify challenges and opportunities to mitigate greenhouse gas (GHG) emissions and other climate change impacts of the GTA West Corridor, and identify and address health outcomes of the proposed GTA West Corridor.
- Regardless of the outcome of the IAA request, Regional staff will continue to advocate for the GTA West Corridor EA to comprehensively identify, avoid, minimize, and mitigate environmental, Climate Change and health impacts.
- Committing to work with the Toronto Region Conservation Authority (TRCA) to implement a Voluntary Project Review and conducting a fulsome Health Impact Assessment (HIA) are two ways by which the Provincial EA process could assess many of these impacts. However, no commitment to conduct this work has been received from MTO to date

Opposition to Construction of GTA West Corridor and Transmission Corridor:

- Should Regional Council oppose the construction of the GTA West Corridor and Transmission Corridor, the Region of Peel would still be obligated to plan for and protect the two corridors and as such, the Region would need to consider how the infrastructure planning provisions of the Growth Plan and PPS would be addressed in the ongoing planning work

Cancellation of the GTA West Corridor and Transmission Corridor

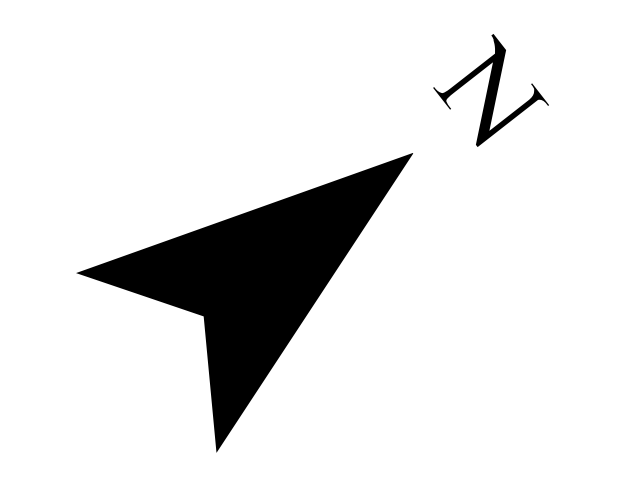
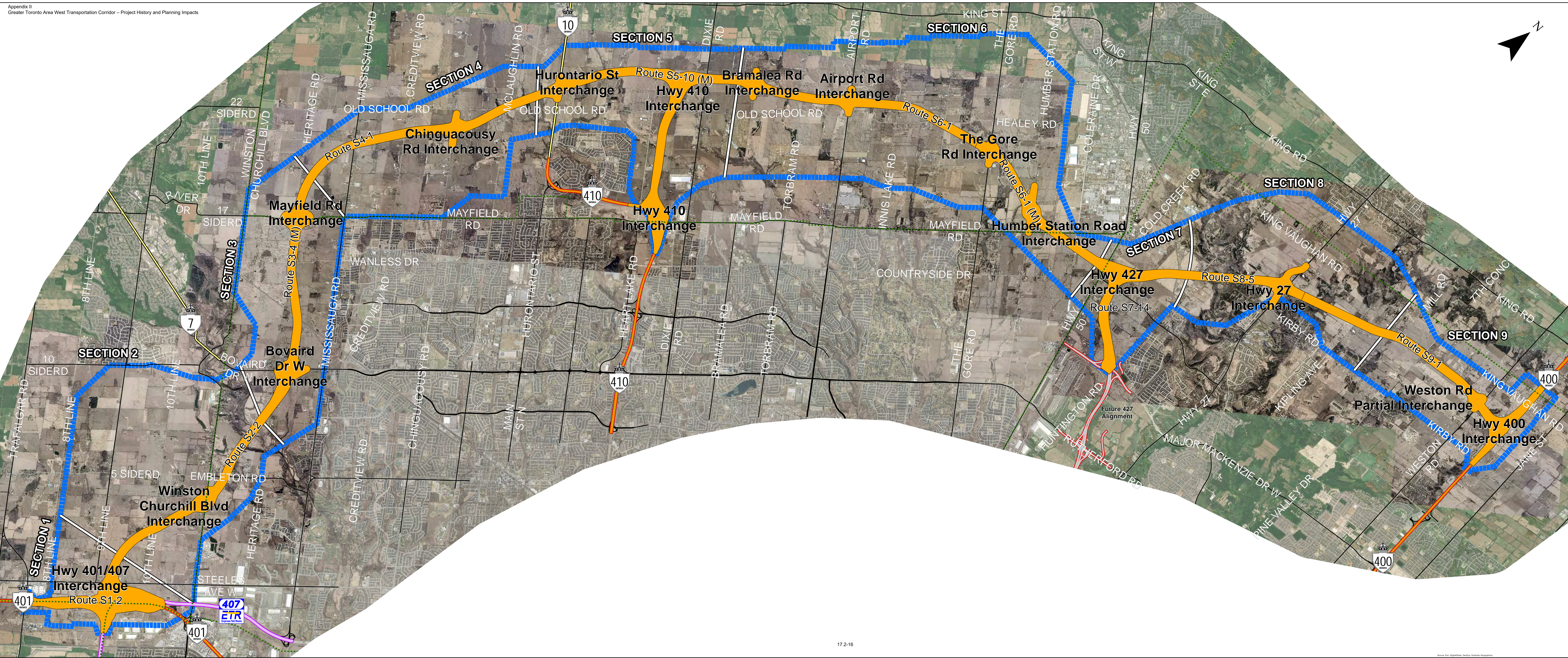
- Short-term Growth - Should the GTA West Corridor project be cancelled, outcomes to replace that planning process would likely delay planning for areas such as North West Brampton, North East Brampton (SP47) and Bolton.
- Long-term Growth - Opposition to the GTA West corridor would have little impact on the overall directions of the Region's ongoing MCR such as increased intensification, increased density, more sustainable modes of transportation, balanced job growth, addressing climate

change, healthy development and enhancing the natural environment. However, some focus areas would require reevaluation such as transportation, financial analysis, Major Transit Station Areas and Settlement Area Boundary Expansion. Agricultural and environmental implications in the vicinity of the corridor would also require reevaluation. Should Regional Council oppose construction of the GTA West Corridor, the Region would be required to consider how the infrastructure planning provisions of the Growth Plan and PPS would be addressed in the ongoing planning work.

- Employment - With less direct highway linkages, achieving employment forecasts may be more difficult and take longer than if areas were directly served by the GTA West Corridor and would impact future decisions about the siting of new employment land designations within southern Caledon.
- Long Range Transportation Planning - Should the GTA West Corridor be cancelled, staff would be required to undertake an update to the Long Range Transportation Plan. A preliminary analysis conducted in 2018 found that a north-south corridor along the Halton-Peel boundary would still be required in some form to accommodate future growth; general increases in traffic volumes and congestion may occur on most arterial roads in Brampton, southern Caledon, and northern Mississauga; and changes will be required to the Region's planned road and sustainable transportation network, which may include road widenings to support travel demand generated by future growth.
- Goods Movement - Cancellation of the GTA West Corridor is expected to result in increased heavy truck traffic on the municipal road network as a result of future growth; alternative solutions will be required to accommodate goods movement.
- Electricity Needs - The Independent Electricity System Operator (IESO) requires additional transformer and transmission line capacity to meet forecasted demand in Northern Brampton/Southern Caledon. Should the study to identify lands for a future transmission corridor stop, other studies would be required to determine how needs could be met.
- Natural Environment - The linear nature of a highway makes it difficult to avoid loss of sensitive environmental features. In some cases, impacts can be mitigated through planning and a substantive effort to avoid and minimize environmental loss, as well as compensation for loss of habitat where warranted.
- Agriculture - Approximately 708 ha of prime agricultural lands would potentially be impacted by portions of the GTA West preferred route. The highway/transitway will require property acquisitions. This requirement is likely to fragment farm parcels, remove farm buildings and impact farm infrastructure in some instances.
- Climate change - A comprehensive GHG emissions accounting for the GTA West Highway is needed. Any subsequent EA planning stages or Federal Impact Assessment should consider how best to mitigate the highway's impact and protect the resiliency of the natural system and associated ecological services that help local communities adapt to climate threats. However, cancellation of the GTA West Corridor would provide opportunity for exploration of alternative growth and sustainable transportation solutions that could result in overall positive impact on climate change.

- Health - The transportation network has significant implications for the health and well-being of the community, particularly vulnerable populations. Health considerations for transportation projects broadly include active transportation, safety, air and water quality, noise, connectivity, mental health, well-being and health equity. To assess the health impacts of the GTA West highway, staff have requested that MTO complete a Health Impact Assessment (HIA) to evaluate the potential impacts on health and the distribution of those impacts within the community. Cancellation of the GTA West highway would require alternative methods to meet transportation demands, and an HIA of the alternatives.
- Financial - The cancellation of the GTA West Corridor would likely result in additional infrastructure requirements to address future growth. The increased infrastructure would put increased pressure on development charges, capital reserves, and ultimately increased operating costs and property taxes to an extent which is not quantifiable at this time.

This Appendix provides a summary of the various considerations Regional Council should be aware of in relation to the GTA West project. These concepts are outlined in more detail within the Report.

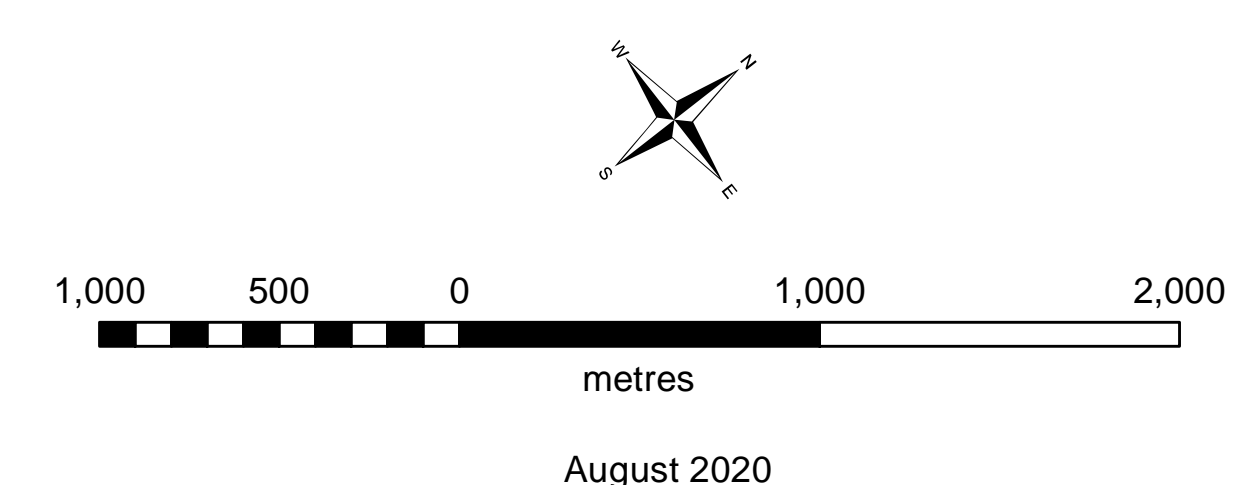


Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Section Boundary
- Municipal Boundary
- Route Planning Study Area
- Preferred Route and Interchange Locations

(M) - Route Modified from Previous Technically Preferred Route (Presented at PIC #2)

Preferred Route and Interchange Locations





Public Works

10 Peel Centre Dr.
Suite B
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L6T 4B9
tel: 905-791-7800

peelregion.ca

March 1, 2021

Anjala Puvananathan
Director, Ontario Region
Impact Assessment Agency of Canada
600-55 York Street
Toronto, Ontario
M5J 1R7

Dear Ms. Puvananathan:

RE: Region of Peel Response to the Impact Assessment Agency of Canada's Invitation for Input Regarding the Designation Request for the Proposed GTA West Transportation Corridor Project under the Impact Assessment Act

Thank you for the opportunity to provide responses to the questions posed in your correspondence of February 12, 2021, regarding the proposed GTA West Transportation Corridor Project.

Regional staff have reviewed the invitation for input and note that the following specific information is requested of the Region:

- Confirmation of any bylaws or requirements of Peel Region that would apply to the GTA West Transportation Corridor project; and
- A general confirmation of whether the Ontario Ministry of Transportation (MTO) is addressing the interests and issues of importance to the Region of Peel

While Region of Peel staff have worked with the MTO on the GTA West Transportation Corridor Environmental Assessment (EA) Study since its commencement in 2008 and have brought forward reports at key milestones, Regional Council's support for this project was last confirmed in the previous term of Council. The sitting Council is actively reconsidering the matter.

The Councils of the Town of Caledon and City of Mississauga have expressed support for designation of the proposed GTA West Transportation Corridor Project under s. 9(1) of the *Impact Assessment Act, 2019* per the attached Council resolutions. City of Brampton Council, at its March 3rd, 2021 meeting, will be considering the February 24, 2021 recommendations of the Committee of Council expressing support for the designation (attached).

At the February 25, 2021 Region of the Peel Council meeting, a motion was introduced to oppose advanced construction of the GTA West Highway and Transmission Corridor, support the request for designation under s. 9(1) of the Federal Impact Assessment Act and state strong opposition to any transportation corridor traversing Peel specifically the currently proposed GTA West Highway and Transmission Corridor (see attached). That motion has been deferred to the March 11, 2021 Regional Council meeting to allow staff to bring forward a report on the matter.



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We understand that public engagement requirements for the GTA West Transportation Corridor EA have been carried out by the Province in accordance with Provincial requirements. Some of Peel's ongoing planning processes, such as our Long Range Transportation Plan and Official Plan Review, have included consideration of the GTA West corridor. Links to the relevant public engagement materials as well as recent submissions to Regional Council are provided below:

- Long Range Transportation Plan:
<https://www.peelregion.ca/pw/transportation/residents/long-range-transportation-plan.asp>
- Peel 2041+ Official Plan Review:
<https://www.peelregion.ca/officialplan/review/>
- Transportation Focus Area:
<https://www.peelregion.ca/officialplan/review/>
- Submissions to Council Received for the February 25, 2021 Regional Council Meeting:
<https://pub-peelregion.escribemeetings.com/FileStream.ashx?DocumentId=10327>

Regional staff offer the following comments for your consideration:

A. Region of Peel Requirements Applicable to the GTA West Transportation Corridor Project

In accordance with the *Provincial Policy Statement, 2020* and *Growth Plan for the Greater Golden Horseshoe, 2020*, the Regional Official Plan provides a policy framework to protect, restore, and enhance the natural environment in Peel and places importance on the protection of a Regional Greenland System including water resources. The current Regional policies require an integrated ecosystem approach for planning infrastructure and the environment, and expect that EAs for infrastructure ensure that impacts are avoided, minimized, and mitigated to the greatest extent possible.

The Regional Official Plan was originally adopted by Regional Council through Bylaw 54-96. The Regional Official Plan is approved and in effect in accordance with the Planning Act, R.S.O., 1990. A copy of the Peel Regional Official Plan can be found at the following link:

https://www.peelregion.ca/planning/officialplan/pdfs/ropdec18/ROPConsolidationDec2018_TextSchedules_Final_TEXT.pdf

Several amendments to the Regional Official Plan have been adopted to provide a policy framework to plan for and protect a future GTA West Transportation Corridor in Peel; however, the policies are currently under appeal to the Local Planning Appeal Tribunal.

The adopted policies (under appeal) require that the Region:

- not permit development within the MTO's in effect Focused Analysis Area;
- ensure transportation and land use considerations are integrated and coordinated through the planning and EA process;
- plan for and protect connections to the existing highway network;



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- direct the local municipalities to develop corridor protection policies in consultation with and to the satisfaction of the Province; and
- work with the Province on the phased release of lands appropriate to the EA process.

B. Region of Peel Interests and Issues

Through the course of the GTA West Transportation Corridor EA, the MTO has worked with the Region by:

- considering the Halton-Peel Boundary Area Transportation Study recommendations in the GTA West Transportation Corridor EA process (Council Resolution 2013-487)
- refining the Focused Analysis Area throughout the EA process; and
- considering the Region's seven council endorsed objectives in the relocation of the Coleraine interchange (Council Resolution 2020-175)

Notwithstanding the above, there continue to be a number of outstanding matters:

Region of Peel Interest	Ongoing Matter
Impacts of the proposed regulation to streamline the GTA West Transportation Corridor EA	<p>The Region has supported efforts to shorten the GTA West Transportation Corridor EA timeline, subject to confirmation that Regional issues will be appropriately addressed.</p> <p>Regional staff have requested that the proposed streamlined GTA West Transportation Corridor EA process ensure that the appropriate environmental evaluations are conducted and that appropriate measures are incorporated into the detailed design and construction. Regional staff are awaiting further clarity on the details of the process to better understand how it will effectively address Regional interests including matters related to the environment and climate change.</p>
Health Impact Assessment	<p>Regional staff have long advocated for the inclusion of a Health Impact Assessment (HIA) to be included as a part of the GTA West Transportation Corridor EA process. While MTO has provided a verbal commitment to include an Air Quality Assessment as a part of the EA process, Regional staff are awaiting further information regarding MTO's position on a fulsome HIA. The Ministry of Transportation (MTO) recently completed updates to the existing "Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects" (Guide). It is recommended this Guide be utilized by MTO to evaluate impacts of the project.</p>
Agricultural Impact	<p>Regional staff have also advocated that agricultural impacts</p>



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Assessment	continue to be addressed in the next stages of the GTA West Transportation Corridor EA. While MTO staff have indicated a verbal willingness to evaluate agricultural impacts, Regional staff are awaiting further information on the scope of the Province’s agricultural evaluation and proposed measures to avoid, minimize or mitigate impacts to the greatest extent possible in the detail design and implementation of the project.
Impacts to Existing and Planned Regional Infrastructure	Regional staff continue to work with the MTO to avoid, minimize and mitigate impacts to the Region’s existing and planned infrastructure and property assets.

Regional staff appreciate the opportunity to provide comments as a part of the IAAC’s review of the designation request and look forward to receiving updates on any decisions related to this matter.

Should you have any questions regarding the comments enclosed in this letter or require further information, please contact Tina Detaramani, Manager of Sustainable Transportation and Strategic Initiatives at tina.detaramani@peelregion.ca.

Sincerely,

Adrian J. Smith, RPP
Interim Chief Planner and
Director of Planning and Growth Management

Attachments:

- 1) City of Brampton Committee of Council Recommendation (CW076-2021)
- 2) Town of Caledon Council Resolution
- 3) City of Mississauga Council Resolution

CC: Martin Michalek, Acting Head Major Planning Projects, Ministry of Transportation
Peter Fay, City of Brampton Clerk
Laura Hall, Town of Caledon Clerk
Diana Rusnov, City of Mississauga Clerk



BRAMPTON

Summary of Recommendations

Committee of Council

The Corporation of the City of Brampton

Wednesday, February 24, 2021

2. **Approval of Agenda**

CW073-2021

That the agenda for the Committee of Council Meeting of February 24, 2021 be approved, as amended, to add the following:

11.3.1 Discussion Item at the request of Regional Councillor Dhillon, re:
Brampton Beast

Carried

4. **Consent**

CW074-2021

That the following items to the Committee of Council Meeting of February 24, 2021 be approved as part of Consent:

(8.3.1, 9.4.1, 11.2.4, 11.4.1, 12.2.1, 12.2.2, 12.2.4, 12.2.5, 12.2.6, 12.2.7, 15.1)

Yea (11): Mayor Patrick Brown, Regional Councillor Santos , Regional Councillor Vicente , City Councillor Whillans, Regional Councillor Palleschi, Regional Councillor Medeiros, City Councillor Bowman, City Councillor Williams , Regional Councillor Fortini , City Councillor Singh, and Regional Councillor Dhillon

Carried (11 to 0)

6. **Government Relations Matters**

6.1 **CW075-2021**

That the staff update re: **Government Relations Matters**, to the Committee of Council Meeting of February 24, 2021, be received.

Carried

CW076-2021

Whereas a major transmission corridor through the Region of Peel is a significant provincial investment and must be done thoughtfully and with sufficient review and;

Whereas the EA initiated by the previous provincial government was cancelled due to strong objection from experts in rural development, renewable cities, agriculture, environment and efficient transportation and;

Whereas the Province's proposal to fast-track the environmental assessment process represents key environmental, social and economic risks to the City of Brampton and the Region of Peel and;

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 major transmission corridor be considered within federal jurisdiction and;

Whereas the TRCA, the regulatory authority for developments in flood plains, wetlands and valley lands, has objected to the potential impact of the proposed major transmission corridor as well as the streamlined Environmental Assessment process, and;

Whereas a federal environmental assessment represents a key opportunity for enhanced oversight of the GTA West Major Transmission Corridor;

Therefore be it resolved that the City of Brampton request the Government of Canada to conduct an Environmental Impact Assessment of the proposed major transmission corridor, including the boulevard option and;

That a copy of this motion be sent to Prime Minister Justin Trudeau, Minister of Transportation Caroline Mulroney, Minister of Environment and Climate Change Jonathan Wilkinson, all Brampton MP's and MPP's and Mississauga, Caledon and Peel Councils.

Yea (11): Mayor Patrick Brown, Regional Councillor Santos , Regional Councillor Vicente , City Councillor Whillans, Regional Councillor Palleschi, Regional Councillor Medeiros, City Councillor Bowman, City Councillor Williams , Regional Councillor Fortini , City Councillor Singh, and Regional Councillor Dhillon

Carried (11 to 0)



Allan Thompson
Mayor

February 22, 2021

Sent via E-Mail to: justin.trudeau@part.gc.ca

Honourable Justin Trudeau, Prime Minister
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

**RE: REQUEST FOR FEDERAL ENVIRONMENTAL IMPACT ASSESSMENT OF THE
GREATER TORONTO AREA WEST TRANSPORTATION CORRIDOR**

I am writing to advise that at the Town Council meeting held on February 16, 2021, Council adopted a resolution requesting a Federal Environmental Impact Assessment of the Greater Toronto Area West Transportation Corridor.

The resolution reads as follows:

That the Mayor write a letter to the Honourable Caroline Mulroney, Minister of Transportation, requesting that the Ministry host a public information centre for Caledon residents for the purpose of receiving and answering public questions and addressing concerns related to the Province's confirmed GTA West Multimodal Transportation Corridor;

That the Mayor write a letter to the Honourable Justin Trudeau, Prime Minister, requesting that the Federal Government conduct an Environmental Impact Assessment of the proposed highway as has been done by Ecojustice Canada on behalf of Environmental Defence and the Town of Halton Hills;

And further that the Honourable Sylvia Jones, MPP, Dufferin Caledon and the Regional Municipality of Peel, be provided a copy this request.

For more information regarding this request, please contact the undersigned by email to mayor@caledon.ca or by phone at 905.584.2272 ext. 4155.

Thank you for your attention to this matter and I look forward to your response to our request.

Sincerely,

Allan Thompson
Mayor

Cc: Honourable Sylvia Jones, MPP Dufferin-Caledon, sylvia.jones@pc.ola.org
Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services, kathryn.lockyer@peelregion.ca

THE CORPORATION OF THE TOWN OF CALEDON

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MISSISSAUGA

RESOLUTION NO.: 0033 - 2021 Page 1 of 3Date: February 24, 2021Moved by: Carolyn ParrishSeconded by: Matt Mahoney

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 52 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 highway and transitway right of way including paved surfaces (880 hectares/2174 acres), the equivalent of 13.59 functioning Ontario farms without consideration of the co-located Northwest Greater Toronto Area Electricity Transmission Corridor (transmission corridor);

WHEREAS the 413 project will include a minimum of 60 metre right of way for an adjoining transitway, in addition to 110 metre highway right of way along with a co-located 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, that process to which the Region of Peel has also objected;

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



MISSISSAUGA

RESOLUTION NO.: 0033-2021 Page 2 of 3Date: February 24, 2021Moved by: Carolyn ParrishSeconded by: Matt Mahoney

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 cited 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.).



MISSISSAUGA

RESOLUTION NO.: 0033-2021

Page 3 of 3

Date: February 24, 2021

Moved by: Carolyn Parrish

Seconded by: Matt Mahoney

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.
5. A response to the federal government request for comments be completed by March 3, 2021 and be sent to the Impact Assessment Agency of Canada

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	✓			
Councillor S. Dasko	✓			
Councillor K. Ras	✓			
Councillor C. Fonseca	✓			
Councillor J. Kovac	✓			
Councillor C. Parrish	✓			
Councillor R. Starr	✓			
Councillor D. Damerla	✓			
Councillor M. Mahoney	✓			
Councillor P. Saito	✓			
Councillor S. McFadden	✓			
Councillor G. Carlson	✓			

Carried
Bonnie Crombie
 Mayor