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

March 2, 2021

Re: City of Mississauga Comments - Designation Request for the Proposed GTA West Project under the *Impact Assessment Act*

Dear Director Puvananathan,

Thank-you for the opportunity to provide comments on the request to designate the proposed GTA West – Hwy 413 (GTA West) Project under subsection 9(1) of the *Impact Assessment Act* (IAA) from the City of Mississauga.

The City of Mississauga has significant concerns with the GTA West project, proposed by the Ontario Ministry of Transportation (MTO), and supports the request to have the Federal government undertake an impact assessment and more fulsome review of the project. Mississauga's concerns stem from environmental impacts and direct impact to lands in north-west Mississauga that would result with the construction of the highway; as well as the proposed streamlined process for the provincial environmental assessment. The concerns are outlined below.

Environmental Impacts to the City, Region of Peel and Province of Ontario

Mississauga's City Council, through a motion unanimously approved on February 24, 2021, expressed strong opposition to the construction of the GTA West (see attached Appendix A) and support the request for the Impact Assessment Agency of Canada (IAAC) to conduct a Federal Impact Assessment of the project.

Council's environmental concerns include impacts to agricultural lands and agricultural-related economic activities, natural heritage and sensitive lands such as streams, woodlots and forests. Council is also concerned with the construction of the proposed highway within the Greenbelt and the resulting urban sprawl that would occur adjacent to the corridor. From a financial perspective, Council is also worried that a new highway in Peel Region may result in the requirement for new or expanded infrastructure (eg. roads, water, wastewater facilities) to support new development surrounding the corridor that would be funded through taxes paid by Mississauga residents. The City of Mississauga, along with many other municipalities, regions and the Government of Canada, declared a climate change emergency. In December 2020, City Council approved the first comprehensive Climate Change Action Plan (CCAP) establishing the vision to be a low carbon and resilient community by 2050. This CCAP states "*With more investments in public transit, cycling infrastructure, pedestrian networks, and zero-emission vehicles, the City will continue to make strides in reducing the GHG emissions from the*

transportation sector” A new 4-6 lane highway in the Region of Peel, through prime agricultural lands, does not address climate change actions on reducing GHG emissions nor align with the Provincial government’s Climate Change Action Plan (2016).

Impacts to lands in North-West Mississauga

The GTA West preferred route boundary, confirmed by MTO in August 2020, has direct impact to lands in north-west Mississauga at the Highway 401/407 interchange. These impacts were presented to Mississauga Council in September 2020, through the report titled “*GTA West Transportation Corridor – Preferred Route*”, attached as Appendix B. These impacts include:

- Lands on the south side of Highway 401, within the Meadowvale Business Park Corporate Centre, are designated for employment uses and the proposed highway may impact the future development of the larger vacant parcels for future employment uses.
- The City-owned lands on the west side of Ninth Line, south of the Highway 401/407 interchange known as Park 452, are undergoing preliminary planning for the function and design of the park, of which the GTA West may impact in terms of future public use of the land.
- The preferred route extends into the heritage designated property located at 7420 Ninth Line. The GTA West route should not include lands that have a heritage designation.

Process – Proposed Legislation to Streamline the Environmental Assessment Process (ER # 019-1882)

The Ministry of the Environment, Conservation and Parks has proposed a regulation to streamline and expedite the environmental assessment process for the proposed GTA West – Hwy 413 project. The City of Mississauga has concerns with the proposed regulation as follows:

- Reduced review periods – the proposed regulation does not specify the amount of time for stakeholders to review documents such as the Environmental Conditions Report (ECR) and Environmental Impact Assessment Report (EIAR). This may hinder consultation with stakeholders and the ability to update City Council and obtain feedback.
- Issues resolution process – the existing public objections process is proposed to be replaced with an issues resolutions process developed and administered by MTO. It is unclear from the proposed regulation if stakeholders will have input into the development of the issues resolution process, time allocated to resolving issues and the recourse if a commenting stakeholder does not feel MTO has adequately addressed concerns.
- Preliminary early works construction – the regulation proposes preliminary early works such as new bridge construction, bridge replacement or expansion and transit station construction before all issues are reviewed, resolved and reported on.
- Minor changes to proceed without consultation – the Other Considerations section of the proposed regulation includes a section stating minor changes to the EIAR and Early Works reports can proceed without further consultation. A minor change is not defined.


The streamlined process does not allow for a thorough review of the GTA West project for stakeholders or a fair and impartial issues resolution process.

As outlined above, Mississauga City Council has significant concerns with the proposed highway and therefore supports the request to designate the GTA West project under subsection 9(1) of the IAA to have the Federal government undertake an impact assessment and more fulsome review of the project.

If you have any questions on the above comments, please do not hesitate to contact the undersigned or Susan Tanabe, Manager of Transportation Planning at 905-615-3200 ext. 3807 or susan.tanabe@mississauga.ca.

Sincerely,

<Original signed by>


Geoff Wright, P.Eng, MBA
Commissioner of Transportation and Works
geoff.wright@mississauga.ca

c. Mayor Crombie and Members of Council
Paul Mitcham, City Manager
Helen Noehammer, Director, Infrastructure Planning & Engineering Services
Susan Tanabe, Manager, Transportation Planning



MISSISSAUGA

RESOLUTION 0033-2021
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on February 24, 2021

0033-2021

Moved by: C. Parrish

Seconded by: M. 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 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.).**
- 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 Premier of Ontario, The Minister of Transportation, 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 | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | X | | | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | X | | | |
| Councillor S. McFadden | X | | | |
| Councillor G. Carlson | X | | | |

Unanimous (12, 0, 0 – Absent)

City of Mississauga Corporate Report



Date: September 8, 2020

To: Chair and Members of General Committee

From: Geoff Wright, P.Eng, MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
September 23, 2020

Subject

GTA West Transportation Corridor – Preferred Route

Recommendations

1. That the report titled "GTA West Transportation Corridor - Preferred Route" dated September 8, 2020 from the Commissioner of Transportation and Works, be received for information; and
2. That the "GTA West Transportation Corridor - Preferred Route" report dated September 8, 2020, be forwarded to the Ministry of Transportation so that concerns outlined in the report can be addressed during the preliminary design stage of the Environmental Assessment process.

Report Highlights

- The GTA West Transportation Corridor is a new multi-modal transportation corridor proposed to include a 400-series highway, transitway and potential goods movement priority features from Vaughan to the Peel/Halton Boundary at the Highway 401/407 interchange.
- The GTA West Transportation Corridor Environmental Assessment Study was initiated by the Ministry of Transportation (MTO) in 2007, suspended from 2015 to early 2018 and then reinitiated in 2019.
- The MTO released the Preferred Route for the corridor in August 2020.
- The Preferred Route boundary includes lands in the north-west quadrant of Mississauga impacting City parkland, employment lands and a heritage property.
- This report outlines concerns on the Preferred Route boundary and requests MTO to address these concerns in the preliminary design stage of the EA process.

Background

The Ministry of Transportation (MTO) initiated Stage 1 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor (GTA West Corridor) in 2007. Terms of Reference were approved in March 2008 to examine long-term transportation problems and opportunities to the year 2031 and to consider options to provide better movement of both people and goods.

Stage 1 of the EA study concluded in November 2012 with the release of the Transportation Development Strategy. The strategy identified that in addition to optimizing existing networks, new and expanded non-road infrastructure, widening/improvements to existing roadways, a new transportation corridor between Highway 400 in Vaughan across Peel Region connecting to the Highway 401/407 interchange, would be necessary to serve growth to 2031.

Stage 2 of the EA was initiated in early 2014. Building on the recommendations from Stage 1, the EA study continued work on identifying the route and developing the preliminary design for a new transportation corridor that would include a 400-series highway, a transitway and potential goods movement priority features.

As part of the Stage 2 consultation process, two rounds of Community Workshops were held in July/August 2014 and June 2015, along with two rounds of Public Information Centres (PIC) held in November/December 2014 and August 2015.

In December 2015, the MTO suspended work on the EA pending a review to be concluded in Spring 2016. An advisory panel was appointed to assist the Minister of Transportation in reviewing the work undertaken since 2007.

In February 2018, the Province indicated they would not be moving forward with the GTA West Corridor and after considering the GTA West Advisory Panel's advice, a narrower corridor that is approximately one-third in size of the original area will be protected from development while the Province assesses what infrastructure is needed to support growth (e.g. transit, utilities).

In June 2019, MTO resumed the GTA West Corridor EA study from its point of suspension in 2015. Following this, Public Information Centres to present the study process, the Technically Preferred Route and the 2019 Focussed Analysis Area were held in September/October 2019.

On August 7, 2020 MTO announced the Preferred Route for the GTA West Corridor (Appendix 1). The Preferred Route is also termed the Focussed Analysis Area (FAA). The FAA is a zone that surrounds the Preferred Route and defines which properties may be directly impacted by the corridor, ancillary uses or refinements made during the route planning stage. The western terminus of the Preferred Route will connect to the Highway 401/407 interchange.

The purpose of this report is to update City Council on the GTA West Corridor EA Study and present impacts and concerns on the location of the Preferred Route.

Comments

Location of the Preferred Route

The GTA West Corridor Preferred Route is located in the north-west quadrant of the City and includes lands on the north and south sides of the Highway 401/407 interchange (see Appendix 2). The Preferred Route boundary impacts lands owned by the City of Mississauga between Highway 407 and Ninth Line as well as private land holdings on the south side of Highway 407. The remainder of the lands within this area of the boundary are under Provincial ownership.

In Appendix 3, the Preferred Route boundary is overlaid on Schedule 10 of Mississauga Official Plan. On the west side of Ninth Line within the Ninth Line Neighbourhood Character Area, lands are designated for Parkway Belt West, Greenlands and Business Employment, with a natural hazard overlay. Between Ninth Line and Tenth Line in the Meadowvale Business Park Corporate Centre, lands within the boundary are designated Parkway Belt West and Business Employment, with a natural hazards overlay. The Parkway Belt West designation is governed by the Provincial Parkway Belt West Plan which reserves lands for large-scale infrastructure such as highways, transit and utilities.

Impact of the Preferred Route Boundary

Although the Preferred Route boundary was reduced since the Fall 2019 PIC#2, staff continue to have concerns with the impact on lands in Mississauga in particular on future employment lands development, City parkland and a designated heritage property. These concerns are outlined below:

- 7564-7800 Tenth Line (Sylvan Oak Properties Inc.) – Lands on the south side of Highway 401, west of Tenth Line are part of the Meadowvale Business Park Corporate Centre and designated in Mississauga Official Plan as Business Employment. The area shown within the Preferred Route boundary is part of a larger parcel designated for employment uses. If these lands are required for the GTA West Corridor as part of the reconfiguration of the Highway 401/407 interchange, it may impact the future development of the larger parcel;
- Park-452 (P-452) City-owned lands at 7568, 7420-7440 Ninth Line – the City-owned lands on the west side of Ninth Line, known as P-452, are intended for park and community services uses. This year the City will begin preliminary planning for the

function and design of P-452. The preliminary design of the GTA West Corridor should minimize impact to City parkland; and

- Heritage designated property at 7420 Ninth Line (part of P-452) – the Preferred Route boundary extends into the north-west area of the heritage designated property on the west side of Ninth Line. The preliminary design should not include any lands with a heritage designation.

Next Steps in the EA Process

Following MTO's release of the GTA West Corridor Preferred Route, the next stage in the EA process is to undertake field work on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions. This is scheduled to occur in the remainder of 2020 to 2021. At the same time, MTO will be developing the preliminary design of the corridor. The preliminary design as well as property impacts and mitigation measures will be presented at PIC#3 in the Fall/Winter of 2021 where stakeholders will have an opportunity to comment.

City staff participate as members of the Municipal Advisory Group for this project and continue to monitor and report on key issues. The concerns outlined in this report will be brought forward at the next Municipal Advisory Group meeting.

Financial Impact

The receipt of this report has no financial impact on the City. The GTA West Corridor is an MTO project, undertaken with funding from the Provincial government.

Conclusion

City staff continue to express concerns to the MTO project team on the impact the proposed GTA West Transportation Corridor will have on lands in the north-west quadrant of the City, in particular parkland, future employment land development and a heritage designated property. These concerns should be forwarded to MTO so that they can be addressed during the preliminary design phase of the project which is the next stage of the EA.

Attachments

Appendix 1: GTA West Transportation Corridor - Preferred Route Announcement (August 2020)

Appendix 2: GTA West Transportation Corridor - Preferred Route - Impacted Properties in Mississauga

Appendix 3: GTA West Transportation Corridor – Preferred Route - Mississauga Official Plan Schedule 10 - Land Use Designations

<Original signed by>

Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Mel Kayama, Transportation Planning Analyst, Transportation Planning

PREFERRED ROUTE ANNOUNCEMENT GTA WEST STUDY



The Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment.

The draft Technically Preferred Route presented at PIC #2 has been superseded by the Preferred Route. **The Preferred Route** map illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route map provides information on where changes have been made to the route based on the consideration of feedback from PIC #2, land use and environmental information.

TIMELINE

WINTER 2019 - SUMMER 2020

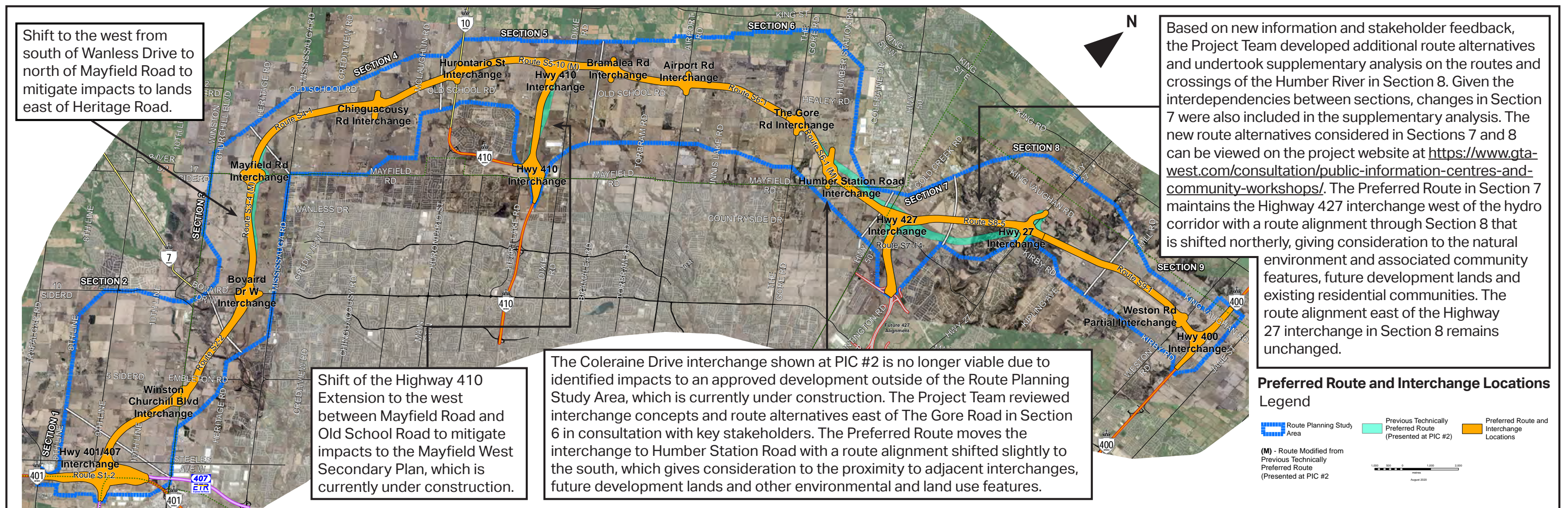
The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor.

2020 - 2021

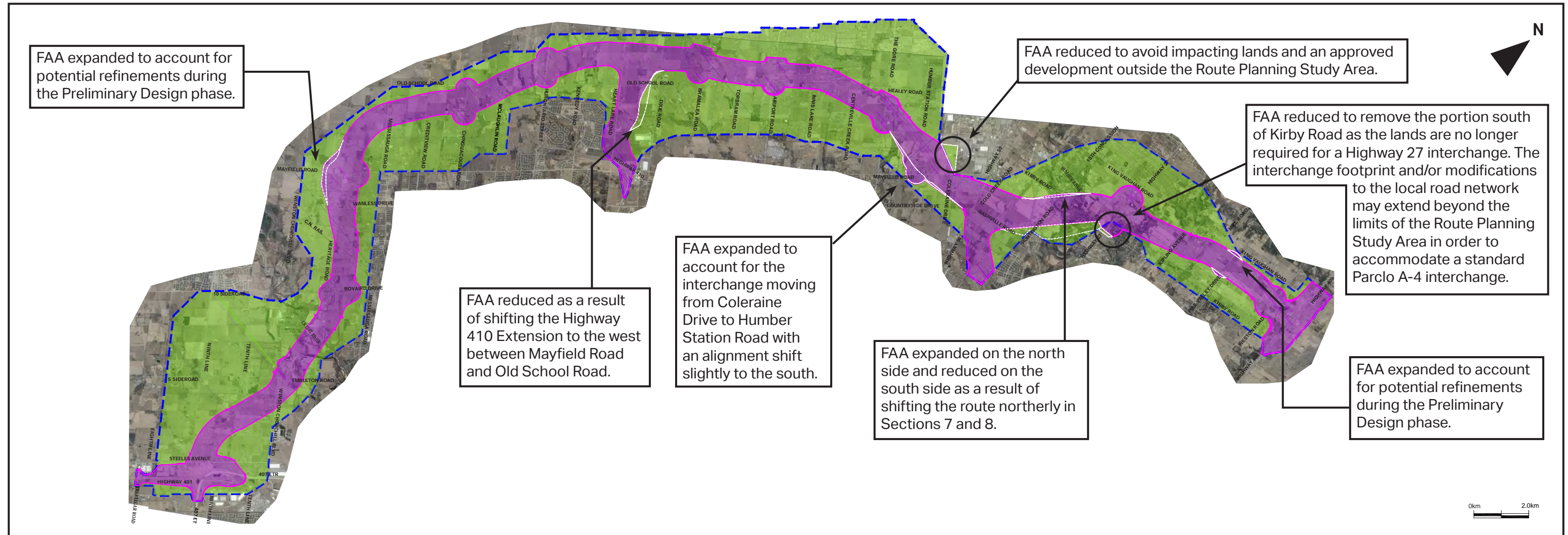
The Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions.

2020 - 2022

The Project Team will develop the preliminary design of the GTA West multimodal transportation corridor. The Project Team will present the preliminary design, including property impacts and mitigation measures, at PIC #3 for public review and comment. PIC #3 is anticipated to be held in Fall/Winter 2021.



2020 FOCUSED ANALYSIS AREA (FAA)



Purple Area

The 2019 Focused Analysis Area (FAA) that was presented at PIC #2 was in draft format and has since been refined following a review of feedback and other relevant data. The refined 2020 FAA (**purple area**) is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

More Information

You can download detailed mapping of the Preferred Route and 2020 FAA from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.
Ce bulletin peut être téléchargé en français sur le site Internet du projet à l'adresse www.gta-west.com/french/.
Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Green Areas

MTO has a reduced interest in properties located in the green areas on the map. Applications can proceed through municipal development processes and MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor. The Project Team aims to further reduce the FAA when the preliminary design of the Preferred Route is presented at PIC #3.

Route Planning Study Area - - - - -

Geographical area within which alternatives for the GTA West multimodal transportation corridor were considered.

WEBSITE



www.gta-west.com

EMAIL



project_team@gta-west.com

TOLL-FREE

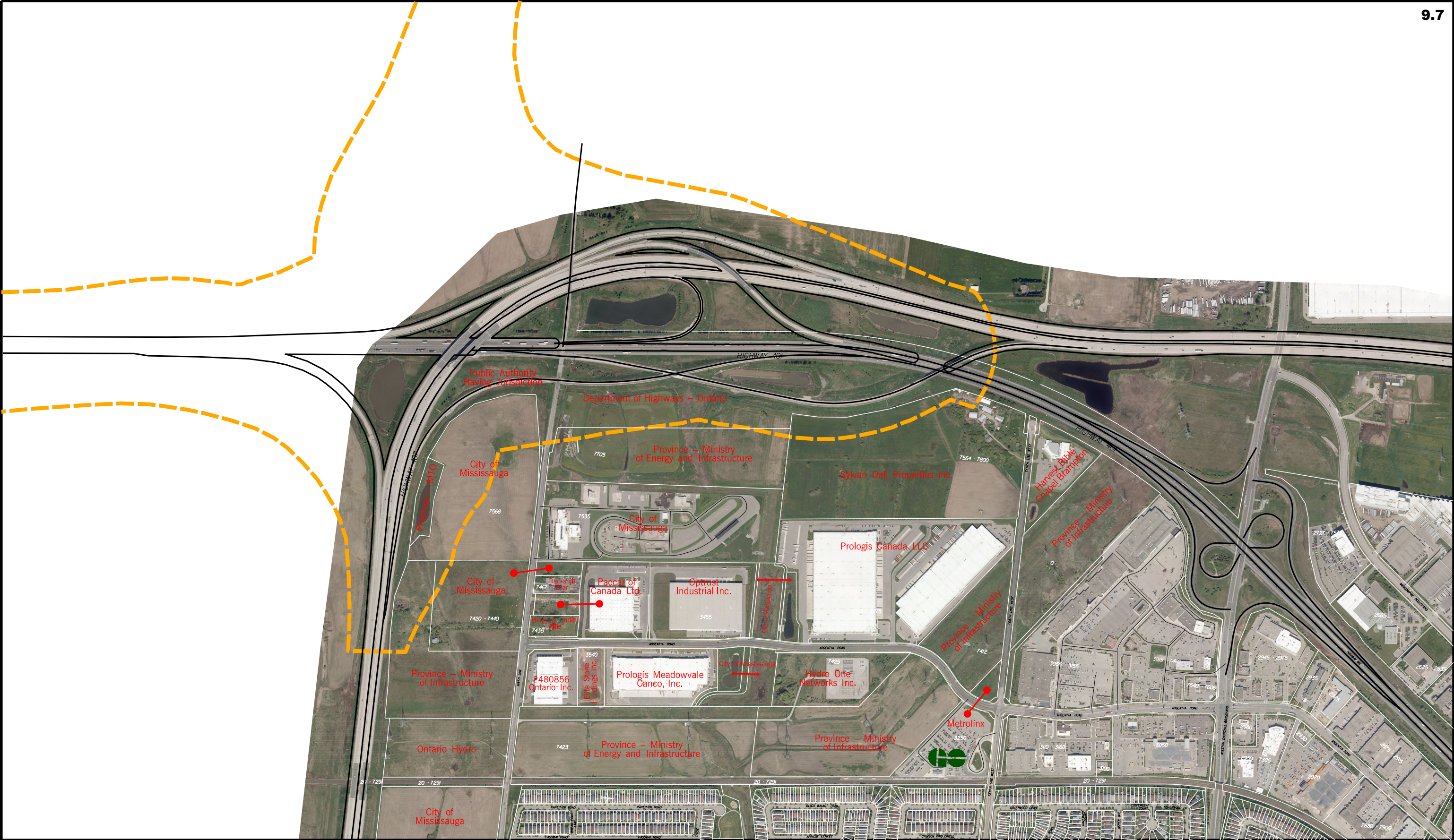


1-877-522-6916

TWITTER



@GTAWestStudy



GTA West Transportation Corridor - Preferred Route

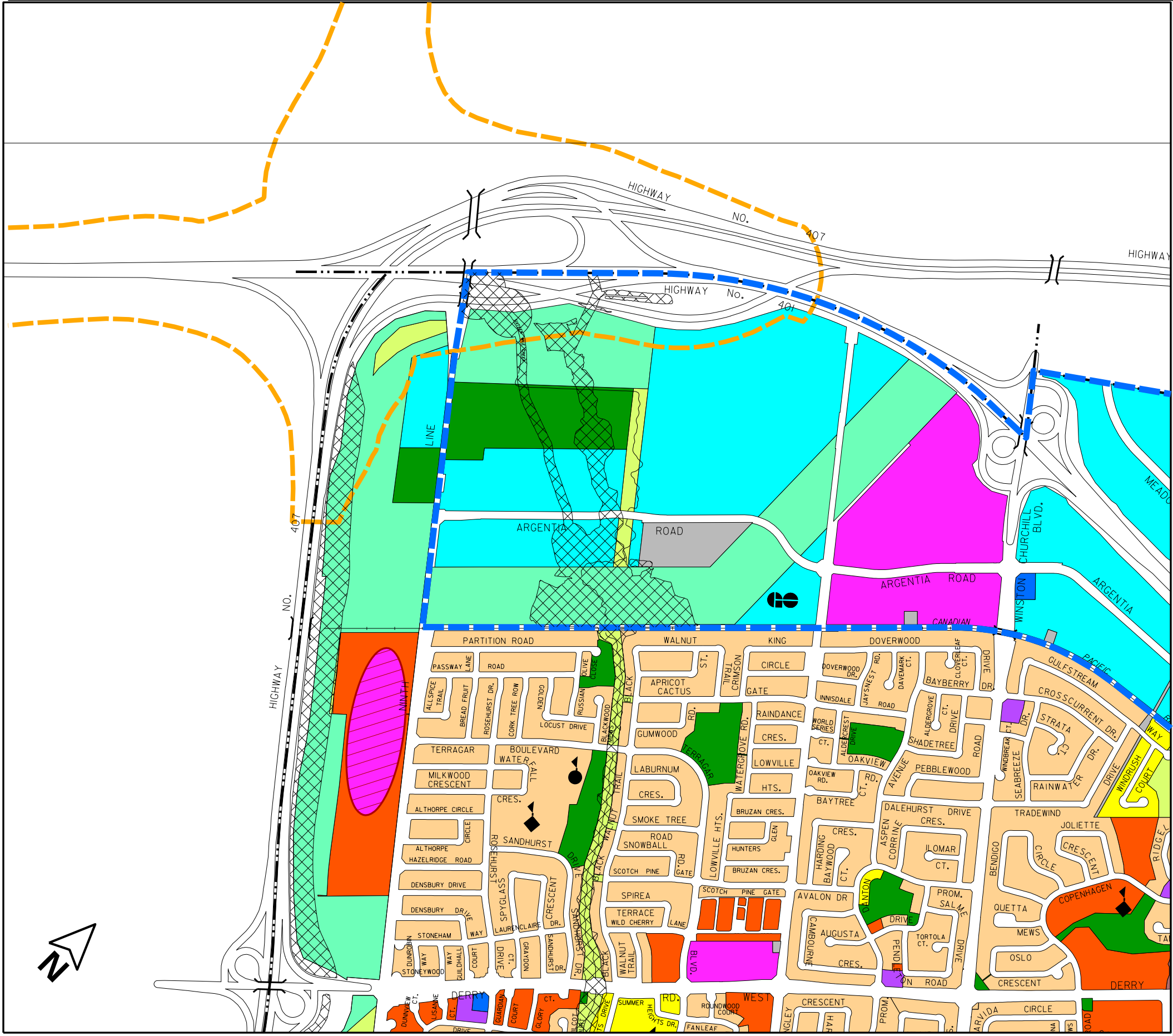
Impacted Properties in Mississauga

August 2020

--- Preferred Route



Produced by
Geospatial Solutions



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|-----------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City CentreTransit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

Preferred Route

GTA West Transportation Corridor - Preferred Route
August 2020



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