
ADDITIONAL AGENDA

Special Council

Date: February 24, 2021
Time: 9:00 AM
Location: Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Participate Virtually and/or via Telephone

Advance registration is required to participate and/or make a comment in the virtual meeting. **Questions for Public Question Period are required to be provided to Clerk's staff at least 24 hours in an advance of the meeting.** Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record.

To register, please email stephanie.smith@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Stephanie Smith at 905-615-3200 ext. 3795 no later than **Monday, February 22, 2021 before 4:00PM**. You will be provided with directions on how to participate from Clerks' staff.

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca
Find it Online
<http://www.mississauga.ca/portal/cityhall/councilcommittees>

Meetings of Council streamed live and archived at Mississauga.ca/videos

7. DEPUTATIONS

- *7.1. Jennifer LeForestier, regarding item 16.1
- *7.2. Austin VanDerStarren, regarding item 16.1
- *7.3. Rahul Mehta, Resident regarding item 16.1

11. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS - Nil

- *11.1. Budget Committee Report 1-2021 - February 22, 2021

15. CORRESPONDENCE

- 15.1. Information Items
- *15.1.1. A letter from Jenni LeForestier, regarding Agenda Item 16.1 GTAW Transportation Corridor

16. NOTICE OF MOTION

- *16.1. A motion in opposition to any and all advanced construction associated with preparations for a GTA West highway and Transmission Corridor (Councillor Parrish)

REPORT 1 - 2021

To: MAYOR AND MEMBERS OF COUNCIL

The Budget Committee presents its first report for 2021 and recommends:

BC-0001-2021

That the deputation and associated presentation by Brennan Bempong, Resident regarding the Mississauga Budget be received.

BC-0002-2021

That the deputation by Brad Butt, Vice President of Government and Stakeholders Relations, Mississauga Board of Trade regarding the 2021 Budget be received.

BC-0003-2021

That the deputation and associated presentation by Jeff Jackson, Director of Finance and Treasurer with respect to the 2021 Budget Update be received.

BC-0004-2021

That the closed session presentation by Lori Kelly, Director of Human Resources regarding the 2021 Total Compensation Update be received.

BC-0005-2021

1. That capital project PN 19425 Malton Community Hub be amended to a gross budget of \$12,600,000 and net budget of \$6,100,000, including \$6,000,000 from the Region of Peel, pending agreement approval, \$500,000 secured donation, \$400,000 from Ward Specific Special Project funding in Federal Gas Tax Reserve Fund (Account 35182) and \$2,700,000 from Tax Capital Reserve Fund (account 33121).
2. That funding of \$2,700,000 be transferred from Capital Reserve Fund (Account 33121) to PN 19425 - Malton Community Hub for the construction of the hub.
3. That all necessary by-laws be enacted.

BC-0006-2021

1. That Council approve the 2021 Budget as set out in:
 - a) 2021-2024 Business Plan & 2021 Budget Sections B through S which include the following tables/appendices:
 - i. Section B: Appendix 2D Listing of Projects for Multi-Year Funding, with the exception of changes to the Corporate Asset Management Program
 - ii. Section B: Appendix 3A 2021 Summary of FTE Adjustments by Service Area, with the deferral of 4 FTE positions for the Corporate Asset Management Program to 2022, as outlined in the report to Council dated November 30, 2020 entitled, "Update on 2021 Budget Request for Corporate Asset Management Program"

- iii. Sections C-R: Proposed Cost Increase Required to Maintain Current Service Levels
 - iv. Sections C-R: Proposed New Initiatives and New Revenues
 - v. Sections C-R: Proposed 2021 Capital Budget Detail, with the exception of changes to the West Credit Avenue Temporary Storage Location recommended and adopted through Resolution 0371-2020 and changes to the Corporate Asset Management Program, (detailed in b)
 - vi. Section S: Appendix 1 Reserves and Reserve Funds Transfers and Appendix 2 Debt-Funded Projects;
- b) Recommended changes to the Corporate Asset Management Program budget request, as outlined in the report from the Commissioner of Corporate Services and Chief Financial Officer, dated November 30, 2020 and entitled "Update on 2021 Budget Request for Corporate Asset Management Program" as follows
 - i. That the funding requirement in the 2021 Capital Budget for the Corporate Asset Management Program be reduced from \$3,000,000 to \$2,800,000 in capital in 2021.
2. That Council approve any necessary 2021 budget re-allocations of service initiatives to ensure that costs are allocated to the appropriate service area with no net change to the 2021 property tax levy;
4. That the property tax levy be adjusted to reflect growth as calculated on the 2020 assessment roll returned by the Municipal Property Assessment Corporation for purposes of 2021 taxation;
5.
 - a) That a 1.75% economic adjustment for eligible non-union employees be implemented effective April 1, 2021 with normal job rate progression.
 - b) Notwithstanding By-law 0551-2002 as amended,
 - i. That the salaries of Members of Council be frozen for 2021; and
 - ii. That the Car Allowance Rate for Members of Council be reduced by one-third in 2021 only
6. That modifications to the non-union benefits program as detailed in the 2021 Total Compensation presentation dated November 24, 2020 and February 22, 2021, be implemented effective April 1, 2021;
7. That the 2021 Stormwater Charge for the 2021 budget year be approved at \$110.40 per Stormwater billing unit, effective April 1, 2021;
8. That Council approve the Stormwater Program 2021 Budget as set out in Section V: Stormwater of the 2021-2024 Business Plan & 2021 Budget including:
 - Proposed New Initiatives and New Revenues
 - Proposed 2021 Capital Budget Detail
 - Appendix 1: Listing of Projects for Multi-Year Funding
 - Appendix 2: Summary of Reserve and Reserve Fund Transfers;
9. That the 2021 Stormwater Charge operating budget be approved at \$43,545,710;
10. That following the incorporation of adjustments approved by Budget Committee, the number of Full Time Equivalent (FTE) positions funded by the Stormwater Charge will be 24.1 in 2021;
11. That all necessary by-laws be enacted.

BC-0007-2021

3. That the 2021 property tax levy be approved at \$554,341,008 including:
 - a) Infrastructure and Debt Repayment Levy increase in the amount of \$10,750,798
 - b) Emerald Ash Borer Levy, included in the base budget, in the amount of \$4,600,000;

Feb 24th, 2021

City of Mississauga Council,
300 City Centre Dr,
Mississauga, ON., L5B 3C1.

Re: Agenda Item GTAW Transportation Corridor

Good Morning Mayor Crombie and Mississauga Councillors.

I am speaking today to address concerns about the proposed GTA West Corridor, or the Mega-Super-Sprawl Highway known as the 413. I am a former resident of Mississauga who grew up and attended school in this community. My family still lives in Mississauga. This morning, I am asking Council to consider three requests below:

You may have seen the article on the front page of the business section of the Toronto Star Saturday February 13th. "Doug Fords Planned GTA West Superhighway is a slam dunk for developers but some say it could also be an economic disaster" While the Region of Peel has been planning for housing and job markets, the trucking industry, aggregate proposals, Ward Boundary Reviews and Official Plans, many of us have been in lockdown with variable internet, especially in rural parts of Caledon, unable to participate in public meetings. The Province of Ontario has passed sweeping legislation in Covid Recovery Bills that now exclude public participation in decisions that will impact us for the next thirty years. I ask you now to consider the full economic value of the Greenbelt, the Oak Ridges Moraine, and the Holland Marsh. We are now facing an ever-changing world within a Global Pandemic and a Global Climate Emergency, which you yourselves declared on June 19th, 2019.

My requests are that council:

- 1) Support cancelling Highway 413.**
- 2) Request a full Federal and Provincial EA should the highway proceed.**
- 3) Officially request 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 Hills¹**
- 4) Request and consider a cost/benefit analysis from the Auditor General's Office on the GTAW corridor and the Bradford Bypass in King Township**

¹ Environmental Defence, News Release: Groups request the federal government conduct environmental assessments for two proposed Ontario highways on environmentally sensitive land. 3 Feb, 21. See: <https://environmentaldefence.ca/2021/02/03/groups-request-federal-government-conduct-environmental-assessments-two-proposed-ontario-highways-environmentally-sensitive-land/>

Jennifer Le Forestier, Caledon, ON., L7K 0E6

Public Consultation, Awareness and Feedback

As Peel residents learn more about the highway thanks to efforts from reporters from the Toronto Star, the Globe and Mail, the Pointer, and the Caledon Enterprise and Citizen, and the Mississauga News, they are starting to understand that the 413 is not actually a corridor but a 400 series mega-highway, if not larger in width than the 400, 401, or 407, it would have multiple interchanges comparable or perhaps larger in size.ⁱ ⁱⁱ. It is concerning that it may be yet another toll road if it follows the history of the 407. The recent discovery that the Province also intends to build the Bradford Bypass, or the HOLLAND MARSH EXPRESSWAY has woken many to the realization that the Greenbelt is “open for business”ⁱⁱⁱ

Citizens are alarmed that the proposed GTA West Corridor is in the environmental assessment stage 2 of such a large infrastructure project without appropriately consulting the community. Caledon Council not only endorsed the highway, but endorsed fast-tracking it, while residents in Peel and the Toronto Region were in lockdown. On December 3rd, every council member, except for Councillor Groves and Councillor Rosa, voted in favour of expediting a 400 series highway by supporting a staff report while the world struggled and still struggles to contain the COVID 19 virus. This is a multi-billion-dollar project that will fundamentally change the local character of communities, bring more traffic and air pollution into and through Caledon, the carbon sink of the GTA. It will destroy prime farmland and environmentally sensitive lands, and fragment and isolate the community, farms, and wildlife. It will be a scar right through the breadbasket. There are members of the community that are only realizing now the impact this will have on their neighbourhoods, their health, and their food security. Continually our elected representatives promote the importance of community engagement and accountable and transparent government yet the same councillors who support the highway supported an MZO for Mayfield West Stage 2 Phase 2, resulting perhaps in a diminished voice for residents of Caledon in Regional affairs.²

Where is the transparency? When decisions are made that will impact taxpayers for the next thirty years or more, the public is excluded^{iv} ^v. The Province's GTA Project West's established e-mail has not sent a single communication update since the release of the preliminary design last August and does not respond to e-mails. To throw your hands up in the air and blame the Province and say you have no choice is not true. The Province may still construct the highway but that does not mean that you do not have a choice whether to support it or not.

² <https://www.mississauga.com/opinion-story/10323296-support-for-highway-413-will-haunt-mississauga-for-decades/>

Jennifer Le Forestier, Caledon, ON., L7K 0E6

Declaring a Climate Emergency Contradicts the 413

Support for the highway is not consistent with public feedback, nor with the Official Plan Review nor is it consistent with the warnings put forward by the Town of Caledon's own Staff Climate Change expert on June 30th. that the GTA West Transportation "Corridor" will make the climate emergency worse in Caledon^{VI}.

I will quote the article that appeared in the Toronto Star Saturday February 13th, 2021.

"The real estate and construction industries have monopolized the discussion about this project long enough. Buchanan says. The agriculture, food, tourism, and recreational industries deserve to be heard too. This project puts tens of thousands of jobs and billions of dollars of economic activity in those sectors at risk."

Allan Ehrlick President of the Halton Region Federation of Agriculture that represents 480 farmers states "Its an outdated throwback to an earlier era when farms, rural communities and nature itself were all merely the raw materials for unrestricted urban growth" he says. "But the COVID pandemic has now drastically changed the way people work. And that's reduced the need for a superhighway."

Kathryn Enders, Director of the Farmland Trust which helps farmers permanently protect their land from real estate development says "A rapidly growing number of farmers have now decided that future generations of people will never complain that we fought to protect their food supply."

Janet Horner the Mayor of Mulmur states the new superhighway will be "a disaster for the region's agricultural economy".

On December 17th, 2019, Caledon council held an open vote on a proposal to endorse a report from Caledon staff "Staff Report 2019-0256: Greater Toronto Area West Transportation Corridor Environmental Assessment Study-Stage 2 Process Update" and send it to the government of Ontario. A vote that accepts staff recommendations is a decision to support the highway.

On Wednesday February 17th, one day after my delegation to Caledon council the Mayor of Caledon posted a letter to the public. In that post he stated that completing the Environmental Assessment was important because.

The study had been underway for several years and was substantially complete

Millions of tax dollars had been spent

The findings and information from the EA are valuable for the Town of Caledon and the Region of Peel for infrastructure and other growth-related planning.

However, the motions put forward after my delegation were:

1)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

Jennifer Le Forestier, Caledon, ON., L7K 0E6

receiving and answering public questions and addressing concerns related to the Provinces 'confirmed GTA West Multimodal Transportation Corridor.

2)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.

3)Support for a Voluntary Project Review from the Toronto and Region Conservation Authority.

A provincial public meeting is a requirement of an Environmental Assessment. The walk on motion for a Voluntary Project Review from the Toronto and Region Conservation Authority put forward by Councillor Innis is non-binding and can be cancelled by the M.T.O.

Community members are not asking for mega-highways or new roads, they are asking for better transit, to utilize existing infrastructure, to make transportation healthier, more climate friendly and for walkable communities that promote active transportation. ^{VII VIII}

In an article published this past weekend by The Pointer "Plowing a highway through the green heart of Ontario when the natural world has been our pandemic oasis." By Joel Wittnebel he writes that the Greenbelt is where "the Headwaters that feed the land occupied by more than half of Ontario's residents are protected...local parks and nearby trail systems have become a mental escape for the tired and weary." It is not that those opposed are saying Not In My Backyard. In fact, we are saying **Not In Yours**. During the pandemic the Greenbelt, the Oak Ridges Moraine have been THE destination for thousands of Ontario Citizens exhausted by lockdown needing respite who do not have the luxury of cottages. Where would they have gone if there was yet another cement barrier to the countryside?

Local Traffic and Public Health

The highway will create negative community impacts; The Town of Caledon is proceeding as if the highway is approved by endorsing MZO's during a pandemic. There has been no acknowledgement of the public health burden that could be forced upon residents by supporting the highway. With an estimation of 300,000 trips per day, what does that mean for local air quality and pollution? Have municipalities requested a Health Impact Assessment? Are you aware that there has been no analysis of potential health impacts completed by the Province of Ontario?^{IX}

The Justification for the Proposed Solution is Flawed

The EA process has been heavily criticized. In 2017, an Advisory Panel concluded that the EA was fundamentally flawed on needs and alternatives and did not demonstrate that it was the only option to address regional transportation needs. All the information and studies supporting the highway, including the demand analysis, are

Jennifer Le Forestier, Caledon, ON., L7K 0E6

outdated by more than 10 years.^X (pg. 16) Our lives have changed, and people are forced to embrace working from home and online. We can not predict or know yet how this may impact transportation habits and needs. In fact, a report from Transport Ontario stated that the 2018 Advisory Panel noted that future travel demand is very much more uncertain than when the EA was initiated ten years ago. The panel indicated that a preferred planning approach would be to:

"develop a single unified transportation plan for the entire Greater Golden Horseshoe that would align with provincial policies and **explicitly** consider uncertainty".

The panel supported the EA study with regard to investment in transit and rail and optimizing the existing transportation network.

This view is also supported by the Ontario Chamber of Commerce in its report, "Moving Forward – Towards a Strategic Approach to Ontario's Transportation Needs."³

In May 2020, a presentation to Ontario Ministers from industry groups representing the Residential and Commercial Construction Industry contained a recommendation to accelerate approvals of the GTA West Corridor and other key pieces of infrastructure, in order to 'unlock housing supply' and create more certainty of future housing supply. In July 2020, the province released legislative changes to fast track the EA approvals under the blanket of economic recovery from COVID 19. The development pressure on local governments will be insurmountable and local councils will not be able to resist, especially in the absence of provincial support. Speculation has already commenced based on a Commercial Real Estate analysis, suggesting prime agricultural land is, and will be, developable around the Highway 413.⁴

We are still losing five farms a week to development in Ontario. The Ontario Federation of Agriculture has not opposed the highway but has requested that an Agricultural Impact Assessment be completed. This has not been addressed by the Province.

Climate resiliency like natural cooling, storm-water protection, and carbon sequestration is increasingly recognized as crucial to our health and wellbeing and are weakened and undermined by this highway. This will translate into costs, borne by municipalities, for engineered treatment of drinking water and storm-water protection, not to mention the increasing health burdens of extreme heat, and poor air and water quality.

³ <https://occ.ca/moving-forward-towards-a-strategic-approach-to-ontarios-transportation-needs-part-1/>

⁴ Susan Lloyd Swail, a land-use planner based in Nobleton near the highway's proposed route, says that pressure is growing to rezone agricultural lands for development. "Agricultural land is valued as low as \$18,000 an acre, but residential land is easily worth \$1 million an acre," she says. "There are hundreds of millions of dollars to be made right now simply by rezoning farmlands around the new freeway into development lands. And there are billions more to be made in the future from developing those lands into ever more unsustainable sprawl when we should be building-up in our existing urban areas." Paul Webster Toronto Star Feb 13 2021

Jennifer Le Forestier, Caledon, ON., L7K 0E6

The Provincial government has changed almost every piece of Ontario's environmental legislation to its detriment⁵ so local governments must be stronger. Therefore, reliance on the province for leadership on environmental protection and climate change is meaningless and it is foolish to think otherwise. Council cannot say they are “committed to strong and urgent action on Climate Change, preservation of the Greenbelt and prime agriculture” and also support the super sprawl highway without question. It is a contradiction. If Council continues to support the highway then the statement you are in fact making to your constituents is that you don't care about Climate Change or the Greenbelt or prime agricultural land. Governments need to act urgently and take decisive action. Council's continual and unwavering support for a questionable mega-400-series highway combined with continual attempts to rezone and redesignate Greenbelt land and endorsing excessive and unnecessary developer requests for MZOs forces me to question whose interests are you representing: Those of your communities or those of developers? I do not believe that the majority of your constituents want a 400 series mega-highway that will pave over farmlands, wetlands, forests, drive climate change, and impede meaningful climate action. I do believe residents want better transportation options, more walkable communities, and better transit.

On Thursday February 11th, the Ontario Liberals joined the Green Party and the NDP in their promise to cancel Highway 413, if elected, and invest instead in mass transit projects. On the same day Peel Regional Council moved to question the 413-implementation strategy, Patrick Brown the Mayor of Brampton has stated that “he views Highway 413 as “contrary to Brampton's economic interest”. He is urging Caledon and Vaughan to look at the economics too. Caledon has yet to commission any expert economic studies on the long-term impacts on agriculture, tourism and outdoor activities. Halton Region has withdrawn support for the highway as has the Town of Orangeville and MP Michael Chong

I ask that you reverse support for this destructive and controversial highway. I ask that Council request the Federal Government to conduct a thorough and comprehensive environmental assessment; to ensure a transparent and accountable process for Caledon residents.

I request that Council request a full cost/benefit analysis of the Hwy 413 and Bradford By-pass, from the Auditor General for Ontario's Office.

Thank you for your time.

Jennifer Le Forestier

Note: this letter will be forwarded to applicable Provincial MPPs, Federal MPs and local Councillors, the Auditor General for Ontario, and the Ontario Ombudsman's Office.

⁵ <https://ero.ontario.ca/notice/019-1882>

End notes

^I Community Value Plan Meeting #2 Nov 3, 2020 see Slides 11, 16-20: <https://www.gta-west.com/wp-content/uploads/2020/11/CVP-Meeting-2-Presentation.pdf>

^{II} https://www.gta-west.com/wp-content/uploads/2019/09/Technically-Preferred-Route-By-Section_Aerial-Photography-Background.pdf

^{III} [Doug Ford plans to open-up 'big chunk' of Greenbelt for development](#)

^{IV} [Town of Caledon Code of Conduct for Members of Council and Designated Boards---Corporate-Policy.](#)

^V <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=7873>

^{VI} [Climate Change Emergency Modelling Results](#)

RECOMMENDATION That the Town adopt a community greenhouse gas (GHG) emissions reduction target of net zero by 2050 as part of the ongoing Community Climate Change Action Plan (CCCAP) update; and That an interim 2030 community emissions reduction target be developed.

REPORT HIGHLIGHTS

- Council Resolution 2020-10 declared a climate emergency in Caledon and directed staff to report back on the actions required by the Town and community to reduce local GHG emissions in line with the 1.5°C warming scenario, as recommended by the Intergovernmental Panel on Climate Change (IPCC). This report summarizes the results of GHG emissions modelling to determine how Caledon can achieve a target of net zero emissions by 2050, which aligns with the 1.5°C warming scenario.
- Caledon's (Town and community's) GHG emissions for the baseline year of 2016 were 507 kilotonnes (kt), with transportation being the largest source of emissions, followed by residential building energy.

^{VII} <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=8497>

^{VIII} <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=10392>

^{IX} Pg. 16: <https://www.gta-west.com/wp-content/uploads/2018/11/GTA-West-Travel-Demand-Backgrounder-v1- red.pdf>12
[Residential and Commercial Construction Industry Government of Ontario's Post COVID-19 Recovery Construction to Kick Start Ontario's Economy - Proposed Liquidity and Recovery Measures. 19 May, 20](#)
<https://bildgta.ca/Assets/BILD%20OHBA%20CHBA%20FInal%20JRC%20-%20June%202.pdf>

^XMay, 2017 - GTA West Corridor Advisory Panel Report

<https://web.archive.org/web/20190618163558/http://www.mto.gov.on.ca/english/publications/gta-west-report/executive-summary.shtml#conc>

MOTION – February 24, 2021

WHEREAS tens of thousands of jobs and billions in agriculture-related economic activity are at risk if the proposed construction of the GTA West Highway (413) is approved;

WHEREAS Ontario farming and food processing together employ one million persons and generate \$35 billion annually, the Golden Horseshoe being the third largest agricultural producer in North America after California and Chicago;

WHEREAS the proposed Hwy 413 will slash a broad 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, as has the Region of Peel;

WHEREAS Environmental Defence has filed a request for designation under Section 9 of the Federal Impact Assessment Act requesting the GTA West proposed project and associated Transmission Corridor to be considered within federal jurisdiction by way of it's meeting the criteria for public concern, particularly since the Province is proposing a shortened EA process as well as the construction of bridges and other significant environmental disrupters in advance of the completion of the EA process;

WHEREAS the 3 year EA undertaken by the previous provincial government was shelved because of strong objection to the 413 by experts in the fields of rural development, renewable cities, agriculture, environment and efficient transportation who sounded alarms over predicted irreversible ecological harm caused by the uncontrolled, low density urban sprawl the 413 would cause;

WHEREAS the EA process was halted by the previous government and a three person expert panel was appointed that unanimously recommended the cancellation of the GTA West Highway 413, a recommendation that resulted in the project's termination;

WHEREAS the Region of Peel is currently undertaking a Municipal Comprehensive Review process which will allocate residential and employment numbers to 2051 as well as areas of concentration for both, within the greenfield development designated for the Town of Caledon - a process which has already been affected by the proposed highway;

WHEREAS the current lack of opposition to the GTA West Highway by the Council of the Region of Peel has been 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 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.**

