

City of Mississauga Corporate Report



<p>Date: September 8, 2020</p> <p>To: Chair and Members of General Committee</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: September 23, 2020</p>
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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



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