



March 4, 2021

Our file: 888-002

Peel Regional Council  
 10 Peel Centre Drive  
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**RECEIVED**  
**March 4, 2021**  
 REGION OF PEEL  
 OFFICE OF THE REGIONAL CLERK

Re: GTA West Corridor EA Study  
 Alloa Landowners Group (LOG)  
Town of Caledon, Region of Peel

We are writing on behalf of the Alloa Landowners Group with respect to the matter noted above. The Alloa LOG controls the majority of an approximate 809 ha (2000 ac) block of land in southwest Caledon. The Alloa lands are bordered by Mayfield Road to the south, Mississauga Road to the west, Old School Road to the north and Chinguacousy Road to the east and legally described as Lots 18-22, Concessions 3 & 4 WHS in the Town of Caledon, Region of Peel. These lands are contiguous to the approved and developing Mayfield West Secondary Plan urban area (to the east) in Caledon and the Mount Pleasant Secondary Plan urban area (to the south) in Brampton. The preferred route for the GTA West Corridor EA Study transverses the Alloa land block.

The Alloa LOG anticipates that some of the forecast 2051 Growth Plan population and employment growth for Peel Region and the Town of Caledon will be accommodated within the Alloa land block as described above. The Alloa LOG acknowledges the future GTA West Corridor as a vital and key element of Provincial infrastructure in the future planning for Alloa, the Town of Caledon and the Region of Peel. In the past, all 3 municipal entities have strongly supported the need for and delivery of the future GTA West Corridor as soon as possible. It is concerning that Peel Regional Council is now on the verge of vacillating on their support for the GTA West Corridor after years of process and now that a preferred route has been chosen, by requesting a Federal EA Study be undertaken when the Ontario EA Study process is more than adequate and thorough. We request that Peel Regional Council consider this important matter based on what Regional Staff report back to Council as to the implications.

The 2051 MCR is about to put 220,000 people and 100,000 jobs in south Caledon and 700,000 people and 335,000 jobs in Peel by 2051 without the adequate transportation infrastructure required to support such growth. Secondly, the Region's

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REFERRAL TO \_\_\_\_\_  
 RECOMMENDED \_\_\_\_\_  
 DIRECTION REQUIRED \_\_\_\_\_  
 RECEIPT RECOMMENDED  \_\_\_\_\_



own Goods Movement Strategy speaks to the need for the GTA West Transportation Corridor to attain the Growth Plan mandated population and employment targets for Peel. Lastly the Region's withdrawal of support for the GTA West Corridor will result in financial losses on both the side of development charges funding for needed infrastructure and declining tax revenues resulting in a potential need to increase taxes to build infrastructure.

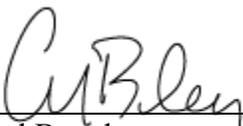
The continuing delays and uncertainties surrounding the planning of the GTA West Corridor is frustrating the ability of the affected Regions and local municipalities to plan the future of their communities. It is also very frustrating to the impacted landowners including the local farm community. Caledon was undertaking a GTA West Corridor Land Use Study in order to plan for vital and needed future employment lands based on the existence of a future GTA West Corridor. The Province should be completing its Environmental Assessment and aggressively moving forward on the implementation of the project.

In the Growth Plan (s.3.2) it is stated the priority of highway investment is to link major goods movement facilities/corridors, international gateways and prime employment areas to facilitate efficient goods movement. The planning for the GTA West Corridor is vitally important to Halton, Peel and York Regions for future growth and employment opportunities as well as in the Greater Golden Horseshoe. Rather than continued delays of the GTA West Corridor EA Study, the Province should be expediting the planning and construction of this significant and greatly needed piece of infrastructure improvement. In our opinion the planning for the GTA West transportation corridor is already long behind schedule as to when it should have been undertaken.

Thank you for the opportunity to provide comments on these matters on behalf of the Alloo Landowners Group. If there are questions or a need to discuss the above, please do not hesitate to contact this office.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

  
\_\_\_\_\_  
Carl Brawley  
Senior Associate

cc: Alloo EC Members