

Municipal Advisory Group (MAG)/Regulatory Agency Advisory Group (RAAG) – Meeting #4 Minutes

Date of Meeting	Wednesday, November 13, 2019	Time 1:00 p.m. – 4:00 p.m.
Project Name	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2	
Location	Courtyard Marriott Brampton, Windsor A Ballroom 90 Biscayne Crescent, Brampton, ON L6W 4S1	

Attendees

Lukasz Grobel	MTO
Fahmi Choudhury	MTO
Chris Barber	MTO
Keith Cherneski	MTO
Jim Dowell	WSP
Sandy Nairn	WSP
Catherine Gentile	WSP
Silvia Furfurica	WSP
Tim Sorochinsky	AECOM
Patrick Puccini	AECOM
Britta Patkowski	AECOM
Christine Green	AECOM
Cristina Papadatos	AECOM
Saeideh Rasouli	AECOM
Glenn Pothier	GLPi
Maureen VanRavens	Town of Halton Hills, MAG Member
Melissa Ricci	Town of Halton Hills, MAG Member
Ivan Drewnitski	Town of Halton Hills, MAG Member
Bronwyn Parker	Town of Halton Hills, MAG Member
Chris Duyvestyn	City of Brampton, MAG Member
Henrik Zbogor	City of Brampton, MAG Member
Jayne Holmes	City of Brampton, MAG Member
Bishnu Parajuli	City of Brampton, MAG Member
Mario Goolsarran	City of Brampton, MAG Member
Mark Vandersluis	City of Mississauga, MAG Member
Kant Chawla	Town of Caledon, MAG Member
Shirley Kam	City of Vaughan, MAG Member
Vince Masacchio	City of Vaughan, MAG Member
Selma Hubjer	City of Vaughan, MAG Member
Steve Mota	York Region, MAG Member
Karyn Poad	Halton Region, MAG Member
Ann Larkin	Halton Region, MAG Member
Michael Bennington	Peel Region, MAG Member
Joy Simms	Peel Region, MAG Member
Richa Dave	Peel Region, MAG Member
Tina Detaramani	Peel Region, MAG Member
Nancy Lotecki	Peel Public Health, MAG Member
Peter Angelo	Township of King, MAG Member
Matt Killam	Peel Region Police, MAG Member

Sharon Lingertat	Toronto and Region Conservation Authority, RAAG Member
Shadi Shenouda	TransCanada Pipelines, RAAG Member
Darlene Quilty	MHBC Planning on behalf of TransCanada Pipelines, RAAG Member
Kim Peters	Niagara Escarpment Commission, RAAG Member
Caroline Polgrabia	Ministry of Heritage, Sport, Tourism and Culture Industries, RAAG Member
Maria Jawaid	Ministry of Natural Resources and Forestry, RAAG Member
Desmond Chan	407 ETR, RAAG Member
Nanseng Feng	407 ETR, RAAG Member
Anneleis Eckert	Ministry of Agriculture, Food and Rural Affairs, RAAG Member
Steven Norrie	Independent Electricity System Operator, RAAG Member
Alexandra Barrett	Independent Electricity System Operator, RAAG Member
Susan Harrison	Independent Electricity System Operator, RAAG Member
Areej Ashraf	Metrolinx, RAAG Member
Kevin Ng	Metrolinx, RAAG Member
Jim Arnott	Enbridge, RAAG Member
Cisca McInnis	Ministry of Energy, Northern Development and Mines, RAAG Member

Distribution Attendees, Regrets and Project Team

Minutes By Cristina Papadatos

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

<p>1. Introductions</p> <ul style="list-style-type: none"> G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions. G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the MAG/RAAG and presented an overview of the minutes from MAG/RAAG Meeting #3 held on May 11, 2015.
<p>2. Study Overview</p> <ul style="list-style-type: none"> The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates on the study schedule.
<p>3. Debrief on Public Information Centre #2</p> <ul style="list-style-type: none"> The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2). The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments,

however, most stakeholders were supportive of the multimodal transportation corridor.

- The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.
- The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.

4. Session 1 – Overview of the evaluation of the short-listed route and interchange location alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area (FAA)

- The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.
- The Project Team presented the draft 2019 FAA.
- The Project Team explained that the draft Technically Preferred Route and draft 2019 FAA are not final and will potentially be revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.
- It was also noted that MTO will continue to review development applications within the green areas on the draft 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.
- G. Pothier (GLPi) invited questions and general comments from the MAG/RAAG members before moving forward with the agenda. The following questions and comments were received:
- **Question:** Will there be any explanation on the evaluation methodologies for the short listed route alternatives – the reasoned argument method and the arithmetic method?
 - **Response:** At the last MAG/RAAG Meeting in 2015, we provided an overview of the approach for evaluating the short listed route alternatives including the reasoned argument and arithmetic methodologies. The presentation is available on the project website under the Advisory Group section.
- **Question:** Do you have any information on how the old route names correspond to the new route names? This would be helpful for municipal staff and Council members to easily see how their previous preferences compare to the draft Technically Preferred Route.
 - **Response:** Project Team members had a route conversion sheet at PIC #2, that showed what the old alternatives were and what they are now. We can share that with the Town of Caledon. When we started setting up the evaluation we moved section limits to make the evaluation more manageable. The routes stayed the same but the names of the sections changed.

Note: Following the meeting, on November 22, 2019, B. Patkowski emailed the Town of Caledon a copy of the Route Conversion Sheet for the short-listed route alternatives for the GTA West Study.

5. Session 2: Issues to inform the preliminary design of the Preferred Route

- G. Pothier (GLPi) initiated a group activity, where members of the MAG/RAAG were asked to provide their feedback on the following six questions. The responses are listed below.
- **Question 1:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 1 Responses:**
 - Climate change emergency.
 - Employment Area Secondary Plan (S1-2): TOR approved.
 - Regional Official Plan Reviews are including out to 2041.
 - Area Transportation Study at Steeles Avenue and Trafalgar Road.
 - Need a direct connection from Highway 401 at Trafalgar Road.
 - Horizon year change from 2031 to 2041 (we need to consider 2041 given Provincial/Municipal Policy).
 - Development approval changes (Mayfield Road West to west of Highway 410) and new development.
 - Preferred Route should not preclude lake-based servicing (water/sewage) for Nobleton given expansion (population and employment) to 2041.
 - How will this project consider/accommodate future 407 ETR expansion and geometry?
 - Vaughan: new development south of Kirby Road in the SE quadrant (Copper Creek Golf Club).
 - Public health impact assessment.
 - Impact on active transportation facilities (i.e. connections/connectivity).
 - Integrate transit hubs and active transportation.
 - Vaughan Super Trail - active transportation.
 - Approved Secondary Plan – Weston Road Area.
 - Agriculture impacts.
 - Growth Plan updated this year – new agricultural land mapping available online.
 - Sandalwood Parkway interchange should be considered.
 - Heritage Heights Secondary Plan – S3-4.
 - Coleraine Drive developments (ongoing) impact recommended interchange location.
 - Kleinburg Bypass built under S8-3.
 - Constructed and planned TransCanada pipelines (e.g. in Highway 427 interchange area).
 - Site plan approved development should be considered (i.e. northeast of Highway 410/Mayfield Road).
 - Truck restrictions on some roads – Chinguacousy Road and Bramalea Road (where interchanges are planned).
 - Official Plan updates and settlement area boundary expansions.
 - MNRF has shared current mapping.
 - S5 – Brampton Flying Club is engaged in IESO consultation. Close proximity; technically feasible but will be tight.
 - Kleinburg Transformer Station – will need good access.

- Southwest corner of Heart Lake Road/Mayfield Road employment lands – application may overlap with the study area (submitted to MTO in October 2019).
- **Question 2:** What are the hot button topics that the Project Team will need to address? What else are you hearing from stakeholders?
- **Question 2 Responses:**
 - Impacts of GTA West transportation corridor at future interchanges on traffic on local roads (Bovaird Drive, Winston Churchill Boulevard).
 - Mitigation measures for impacts to communities (e.g. Norval Bypass).
 - How will the transportation corridor cross Town/Regional Roads?
 - Norval community impacts.
 - Impacts to Trafalgar Road and Steeles Avenue intersection.
 - New Highway 410 extension through Mayfield West (MTO should consider a working group with Caledon and Peel to address alignment refinements).
 - Overall impact of GTA West transportation corridor on 407 ETR volumes (revenue and use).
 - Refer to the City of Vaughan staff report for additional comments on the study.
 - Stakeholders in Huntington Road area.
 - Updated floodplain mapping.
 - Air quality – current/future sensitive areas will be impacted by the highway (residences/schools/daycare).
 - Noise Measures to mitigate air quality.
 - Heavy vehicles, goods movement will contribute to air quality impacts.
 - Consider the timing of construction of the GTA West transportation corridor in conjunction with municipal developments.
 - Digital files of draft Technically Preferred Route and draft 2019 Focused Analysis Area – when will they be available?
 - When will lands outside of the Focused Analysis Area be released?
 - Avoid any pipeline corridor relocation (moving takes additional time and money) – look at Section 3.
 - Transitway construction timing – same timing as highway?
 - Impacts to development lands.
 - Impacts to Nashville management track.
 - Impacts to Humber River and Heart Lake Road Wetland Complex.
 - Environmental related impacts to all crossings.
 - Watercourse modelling.
 - Trails.
 - Noise mitigation measures - plant trees now.
 - Agriculture impact assessment.
 - Public health impact assessment.
 - Stormwater from transitway and stations.
 - Water/wastewater infrastructure (existing and planned).
 - Confirm need for additional lane requirements on Highway 401 now, in advance of the GTA West transportation corridor.
 - Integration with existing transit (e.g. GO Service).

- Brampton Flying Club – Hurontario Street/Old School Road; very engaged stakeholders.
 - Good to provide certainty as soon as possible.
 - Transmission corridors make great active transportation routes and good for parking lots (carpool lots).
 - Hurry up! Finish before 2022.
 - Brampton would love to see another interchange at Sandalwood Parkway.
 - The study maps show a potential transitway station at Sandalwood Parkway, but there is no interchange at this location. How would the access route to this transitway be designed?
- **Question 3:** What perspective or insight do you want to share about the Coleraine Drive Interchange?
 - **Question 3 Responses:**
 - This interchange should provide easy access to both Caledon and Brampton employment lands with an easy access to the Highway 427 extension.
 - Ugly concept.
 - Highway 50 is a truck route – unfortunate that we cannot connect to this highway.
 - Local context needs to be considered.
 - Can you consider a partial interchange at Highway 50?
 - Keep the interchange north of Mayfield Road (southern highway network has been designed).
 - Do not eliminate the interchange.
 - Continue meeting with the municipalities regarding interchange alternatives.
 - **Question 4:** What perspective or insight do you want to share about the GTA West/Highway 401/407 interchange?
 - **Question 4 Responses:**
 - Concern regarding traffic impacts on Steeles Avenue.
 - Need detailed traffic analysis
 - Request for horizontal alignment and vertical profile details.
 - Implications to 407 ETR (volumes, revenue).
 - How is the transitway being incorporated into this interchange given space/complexity (e.g. dedicated ramps, structures, etc.).
 - Will the highway be tolled?
 - Consider east/west and north/south connections – full movement.
 - Consider connections to Lisgar GO Station – connect via local hydro corridor?
 - **Question 5:** What perspective or insight do you want to share about the Highway 410 extension and interchange?
 - **Question 5 Responses:**
 - What will be the designation and function of existing 410/10 once the new Highway 410 extension is in place?

- Refine new Highway 410 extension to minimize impacts on development lands.
 - Consider aggregate resources along new Highway 410.
 - What is the anticipated truck usage along new Highway 410?
 - A northerly extension of Highway 410 beyond the GTA West transportation corridor should be considered.
 - Need a Caledon Village bypass due to volumes of trucks.
 - Consider impacts and mitigation measures for wetlands.
 - Highway 410 extension – tile drains, more detailed agricultural impact assessment.
 - Provide access to/from all directions between Highway 410 and the GTA West transportation corridor.
 - Transitway – will the station footprints include carpool lots? Will the right-of-way protection cover this?
- **Question 6:** How do we integrate new highway infrastructure with existing and planned infrastructure?
 - **Question 6 Responses:**
 - Consider impacts to water and wastewater infrastructure.
 - Uncertainty with respect to location and timing of municipal servicing given potential impacts from the GTA West transportation corridor.
 - Need to see grade separation details.
 - Can the proposed transitway be used as an Emergency Detour Route to minimize impacts on local roads?
 - How is GTA West Study considering autonomous vehicles in the design (e.g. 407 ETR has implemented new lane markings)?
 - Is the GTA West Study protecting for future road maintenance facilities?
 - How is the GTA West Study incorporating Intelligent Transportation Systems (e.g. traffic volume counting)?
 - How is GTA West Study incorporating Service Centres (e.g. ONroute)?
 - Design geometrically for 150 km/h (not 120 km/hr) to accommodate higher future speed limits (e.g. 130 km/hr posted).
 - Consider the City of Vaughan Water Master Plan and Transportation Master Plan.
 - Consider the York Region Transportation Master Plan and Water and Sewer Master Plan.
 - Maintain all existing road connections across the GTA West right-of-way.
 - Are crossings being designed to accommodate regular vehicles, farm vehicles and active transportation?
 - Public health requires connectivity for active transportation.
 - Treatment of crossing roads should be shared as early as possible with municipalities.
 - Do not preclude the opportunity for hydro crossings.
 - Truck weigh stations/gas stations should be constructed close to designated trucking routes.
 - Consider planned and ongoing municipal road projects including traffic analysis.

- Keep all infrastructure within the GTA West right-of-way.
- Reconsider the best practices for multimodal corridors (i.e. cycling corridors, pedestrian interface and natural assets).
- Include Cycle Ontario as a stakeholder. [*Post Meeting Note: Cycle Ontario was added to the project contact list*].
- Use adjacent electricity transmission corridor to incorporate an active transportation corridor.
- Interchange at Highway 50.
- Extend GTA West transportation corridor to the east of Highway 400.
- Consideration for future automated vehicles (i.e. passenger and commercial).
- Interchanges should be 2 km apart.
- IESO needs advanced notice from MTO before releasing lands.
- Northwest GTA Corridor Identification Study was structured so that MTO and IESO and Ministry of Energy were all working together. Now the studies are separate and are operating with different processes and timelines.
- IESO is generally able to follow parallel to the GTA West transportation corridor as long as areas aren't land locked. Need to make sure that IESO can still protect for lands that MTO releases.
- Ministry of Energy is working on a long-term (10-20 year) plan as part of the IESO Study.
- Request early consultation with TransCanada as it takes approx. 2-3 years to schedule any type of upgrade or remediation to pipelines.
- TransCanada is open to meetings with the Project Team and would like the opportunity to provide input on the preliminary design as early as possible.
- Noise mitigation – what will it look like, who will own and maintain the infrastructure?
- Landscaping considerations – context sensitive design should be considered given this is becoming an urban area.

Additional Written Comments/Questions raised by stakeholders:

- **Comments/Questions regarding Highway 400:**
 - Air Quality is an issue throughout.
 - Do not preclude an interchange at either Kirby Road or King-Vaughan Road at Highway 400. An interchange at Kirby Road may be more important given the overall Regional context.
 - No plans for an interchange at Pine Valley Drive – only when all other options have been built will this be a consideration.
 - Pine Valley Drive – how many kms and what connectivity?
- **Comments/Questions regarding the IESO's and TransCanada Energy's interest in various interchanges:**
 - Crossing considerations at any interchanges that impact pipelines.
 - Costs associated with upgrades or remediation.
 - Potential impacts at Weston Road Interchange. There is a pipeline connecting to TransCanada Energy Compressor Station (11200 Weston

- Road) that crosses under the proposed Weston Road interchange. This station is the most central and largest facility in Ontario.
- Access to/from compressor station will be of interest.
 - Potential impacts at Winston Churchill Boulevard interchange.
- **Other Comments/Questions:**
 - Provide digital layers of the draft Technically Preferred Route and draft 2019 Focused Analysis Area.
 - Ninth Line parcel – request for exclusion from FAA//Parkway Belt designation.

6. Next Steps and Schedule

- The Project Team reviewed the next steps of the project.
- Next steps include:
 - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings/Council delegations.
 - Confirming the Preferred Route and 2020 Focused Analysis Area.
 - Developing Community Value Plans.
 - Presenting the preliminary design of the Preferred Route at PIC #3.

7. Open Forum and Closing Remarks

- G. Pothier (GLPi) asked the MAG/RAAG if there were any further questions or comments for the Project Team.
- **Question:** Is it too late in the process for the Study Area to change?
 - **Response:** For the scope of this specific study we're not looking at extending further west or east or further north but that's not to say that it precludes any of that to be considered in the future under a separate EA.
- **Comment:** We should move the interchange at Bramalea Road and Chinguacousy Drive because those are mostly town roads and they are not big enough to take on the volume of such high traffic.
- **Comment:** One area that we're hoping to get information on is the timing of the IESO study because when the GTA West Study is ready to release lands, the IESO may not be able to protect what they need or release lands at the same time.
- **Comment:** Future technologies (e.g. hydrogen for trucks and associated infrastructure at gas stations) needs to be accommodated.
- **Comment:** Consider landscaping for noise mitigation.
- **Question:** Is this project being planned around a carbon neutral strategy?
 - **Response:** Specialists took a high level look at air quality and climate change factors for the detailed evaluation of the short listed route alternatives. During the preliminary design stage, we will be conducting an air quality impact assessment which will identify impacts and potential mitigation measures for air quality/greenhouse gas emissions.
- **Question:** Is the transitway just planned for one side? And how about utilities?
 - **Response:** The transitway is being planned for one side but it may transition from one side to the other as required. This will be determined during the preliminary design phase. It is our understanding that the electricity transmission corridor will be on one side as well.
- **Question:** Has consideration been given to accommodate rail in the future?

- **Response:** The design of the transitway will not preclude conversion in the future to light rail.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- Meeting was adjourned at approximately 4:00 p.m.