

GTA West Transportation Corridor Planning and Environmental Assessment Study – Stage 2

Community Workshop #2
June 2015



TODAY'S AGENDA

- Study overview
- Update on project activities since PIC #1
- Breakout sessions:

SESSION	ACTIVITY
SESSION 1: APPROACH FOR EVALUATING THE SHORT LIST OF ROUTE ALTERNATIVES	Presentation Facilitated Group Discussion Session Review
SESSION 2: TRADE-OFFS IN THE WEST SECTION OF THE STUDY AREA	Presentation Facilitated Group Discussion Session Review



THE GTA WEST PROJECT TEAM

- Natalie Rouskov, MTO: Project Manager
- Sarah Merriam, MTO: Consultation Lead and Environmental Planner
- Neil Ahmed, MMM: Consultant Project Manager
- Tim Soroichinsky, AECOM: Manager – West Section
- Brenda Jamieson, AECOM: Manager – Central Section
- Jim Dowell, MMM: Manager – East Section
- Sandy Nairn, MMM: Environmental Planning Lead
- Patrick Puccini, AECOM: Consultation Lead



PLANNING *WITH VISION*, PLANNING *FOR PEOPLE*

- An open and transparent process that provides opportunities for all stakeholders to help shape the outcome of the project
- Arrive at a recommended solution that provides the best balance of benefits and impacts for the local communities and the users of the transportation system

To accomplish this, we are committed to engaging all of our stakeholders in open two-way communication that leads to meaningful discussions, proactive information exchange and constructive working relationships



STUDY OVERVIEW

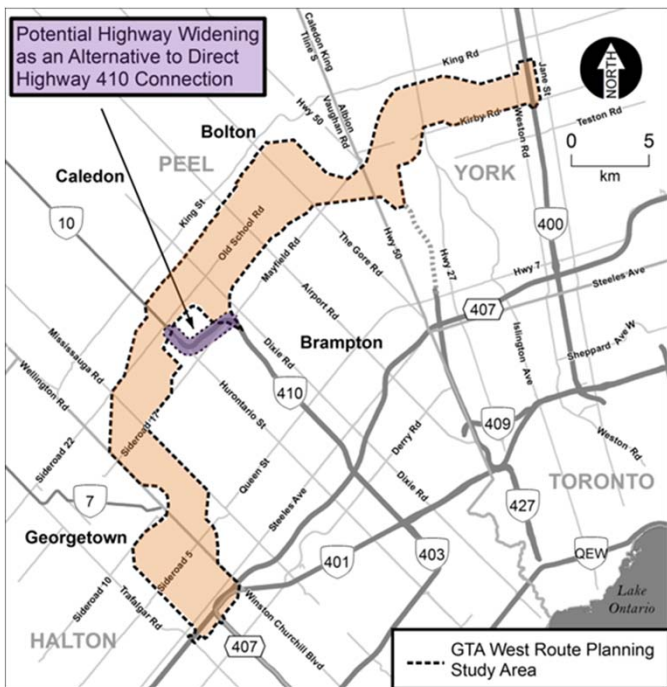
Stage 1 (November 2012) recommendations included:

- Optimizing the existing transportation network
- Improving non-roadway transportation modes
- Widening of existing highways
- A new transportation corridor

Even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity is needed

This study (**Stage 2**) focuses on the recommendation for a new transportation corridor:

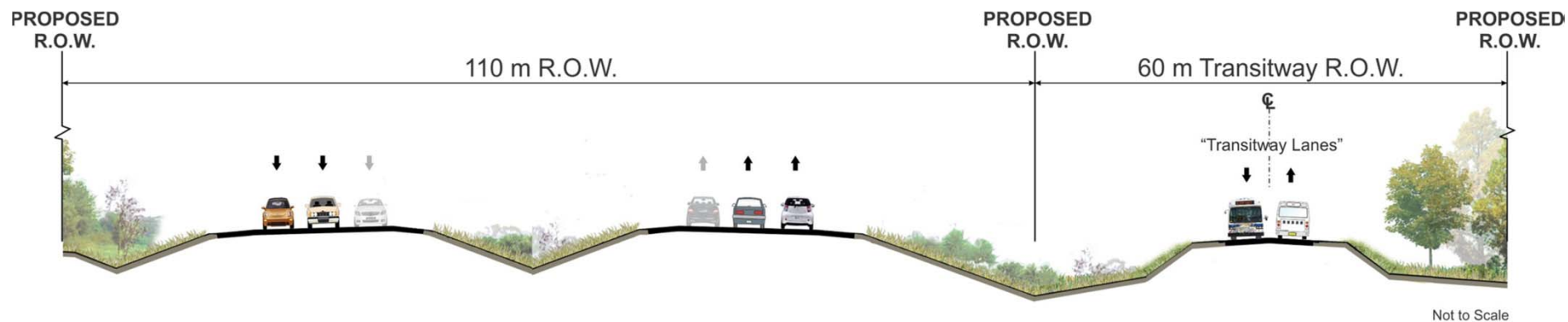
- From Highway 400 to the Highway 401/407 ETR interchange area
- Includes a 400-series highway, transitway, and potential goods movement priority features





THE NEW CORRIDOR

- The new corridor is anticipated to be a 4- to 6-lane highway with a separate adjacent transitway and potential goods movement priority features
 - Transitway stations will be located at key interchanges and connection points

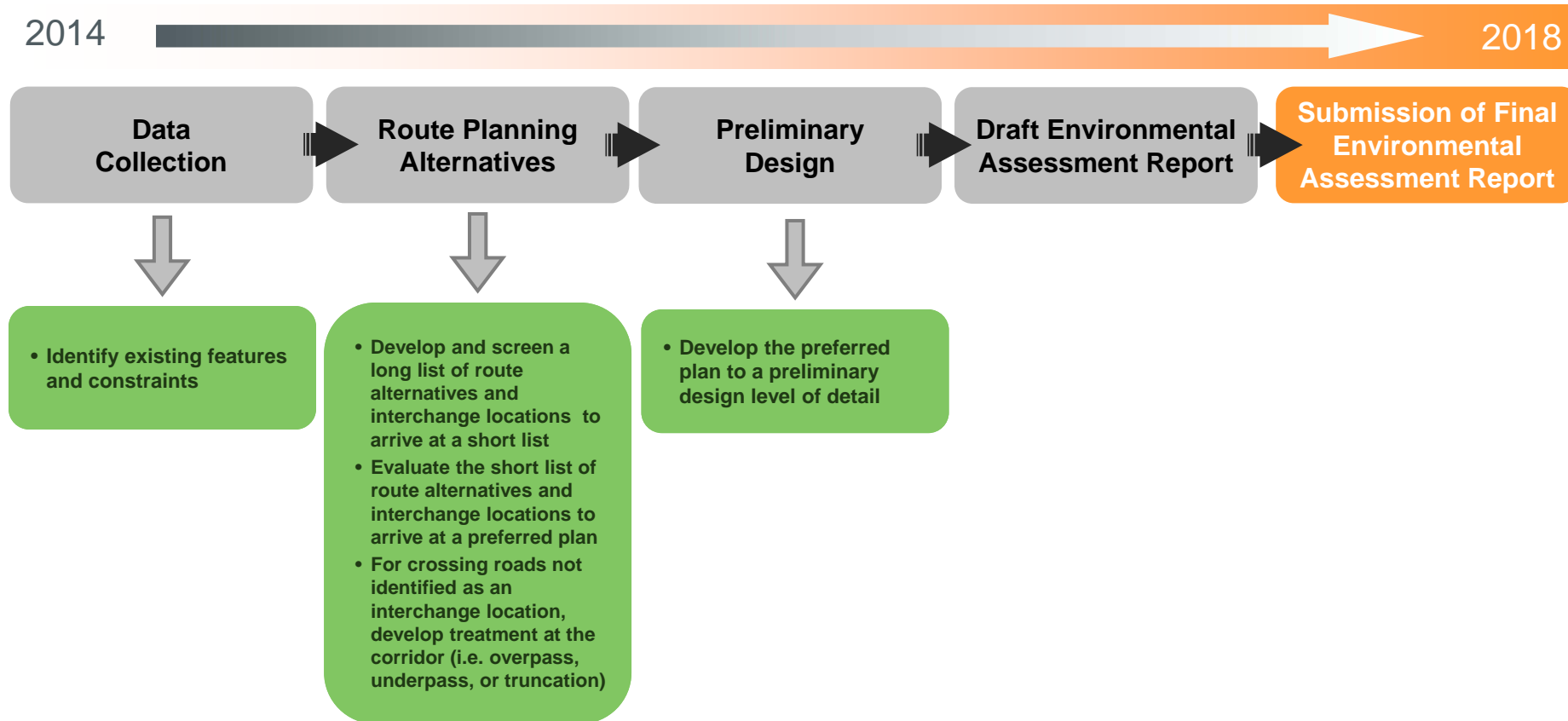




STAGE 2 OVERALL PROCESS

2014

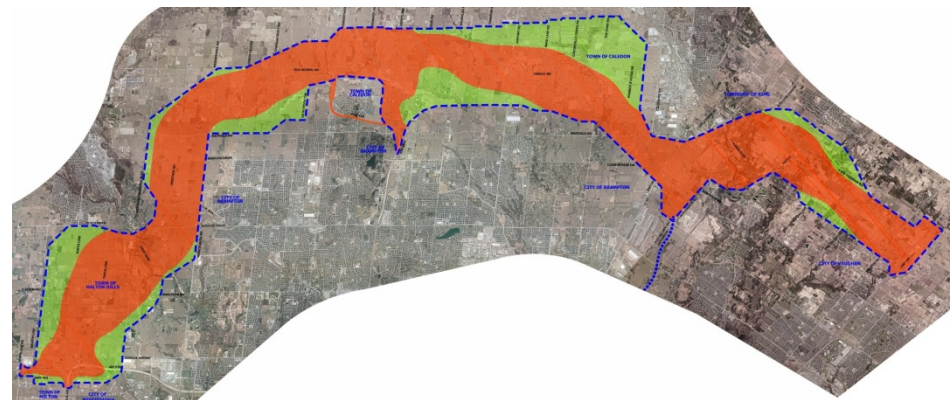
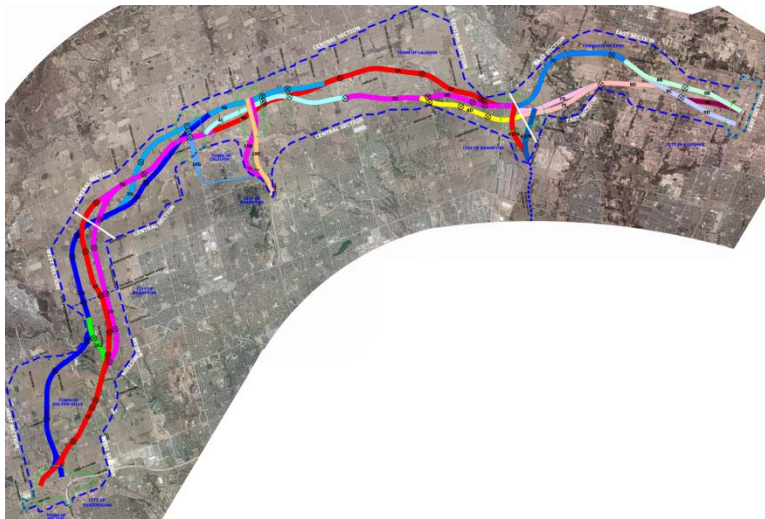
2018





PUBLIC INFORMATION CENTRE (PIC) #1

- PIC #1 was held at 3 venues (Halton, York, Peel) in November/December 2014
- The purpose of PIC #1 was to present an overview of the study background, process, existing conditions, route and interchange alternatives and the Focused Analysis Area
- Over 750 people attended and approx. 200 written comments were received





PIC #1 GENERAL FEEDBACK RECEIVED

- Incorporate recommendations of previously conducted studies (e.g. HPBATS) to avoid unnecessary work
- Bypass specific areas
- Support and opposition for the transitway
- Support for goods movement priority features
- Comments regarding specific route and interchange locations
- Protection of agricultural lands and Greenbelt lands
- Pleased with study progress and the concept of Focused Analysis Area
- Inquiries about the study schedule, process and timing of construction
- Inquiries about property acquisition
- Inquiries about route generation and evaluation

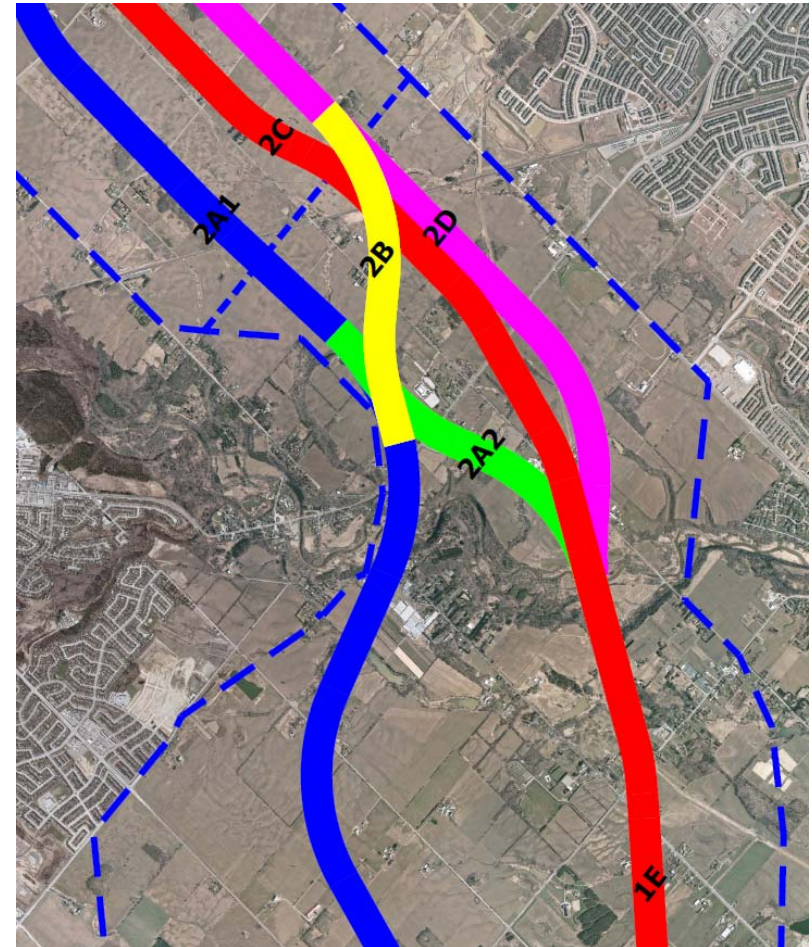


INCORPORATING PIC #1 COMMENTS INTO THE STUDY

- The project team responds to all comments
- Features identified by stakeholders were verified and incorporated into existing conditions mapping
 - These maps will be used when evaluating route and interchange alternatives
- Suggested new routes were evaluated and those with merit will be carried forward for further study

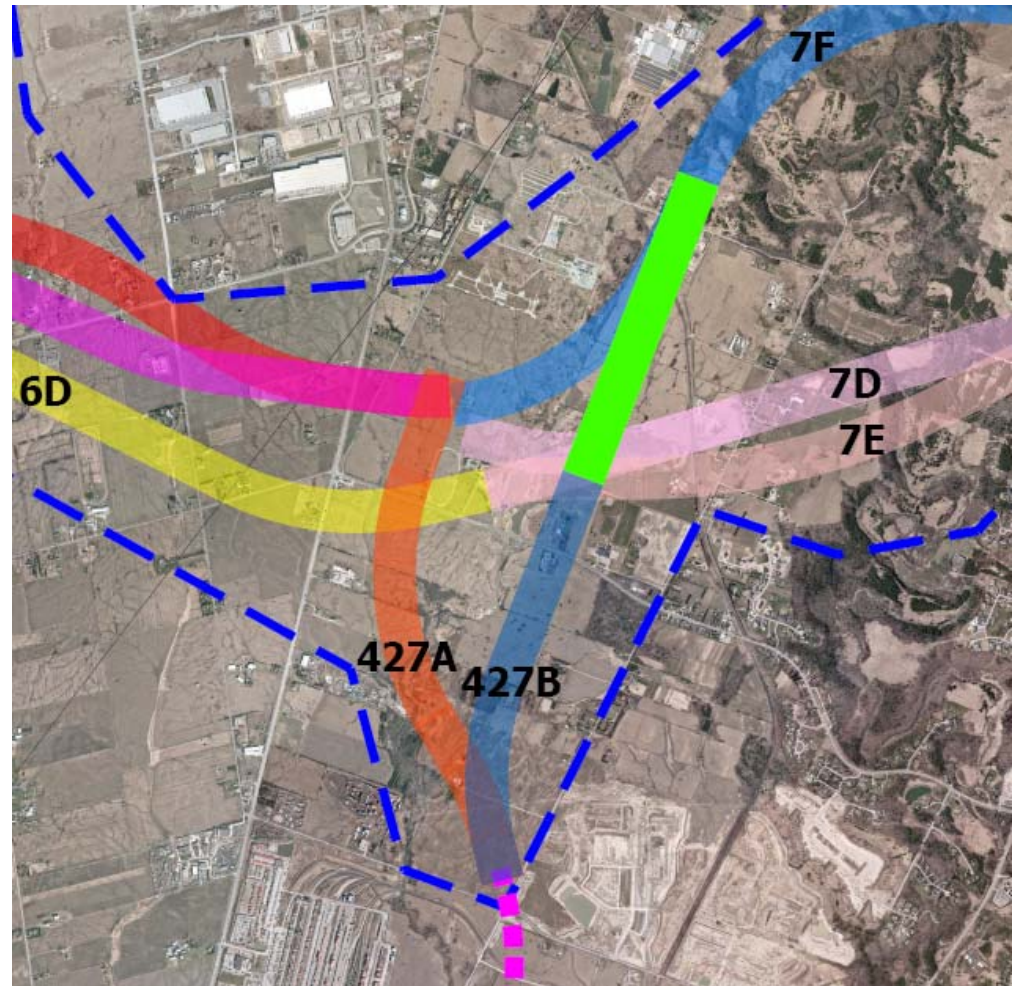
REFINEMENTS TO ROUTE ALTERNATIVES

- **Alternative 2B** in Peel Region has been added to the short list:
 - Provides planning flexibility between Sections 1 and 2
 - Similar potential impacts to other alternatives in the area



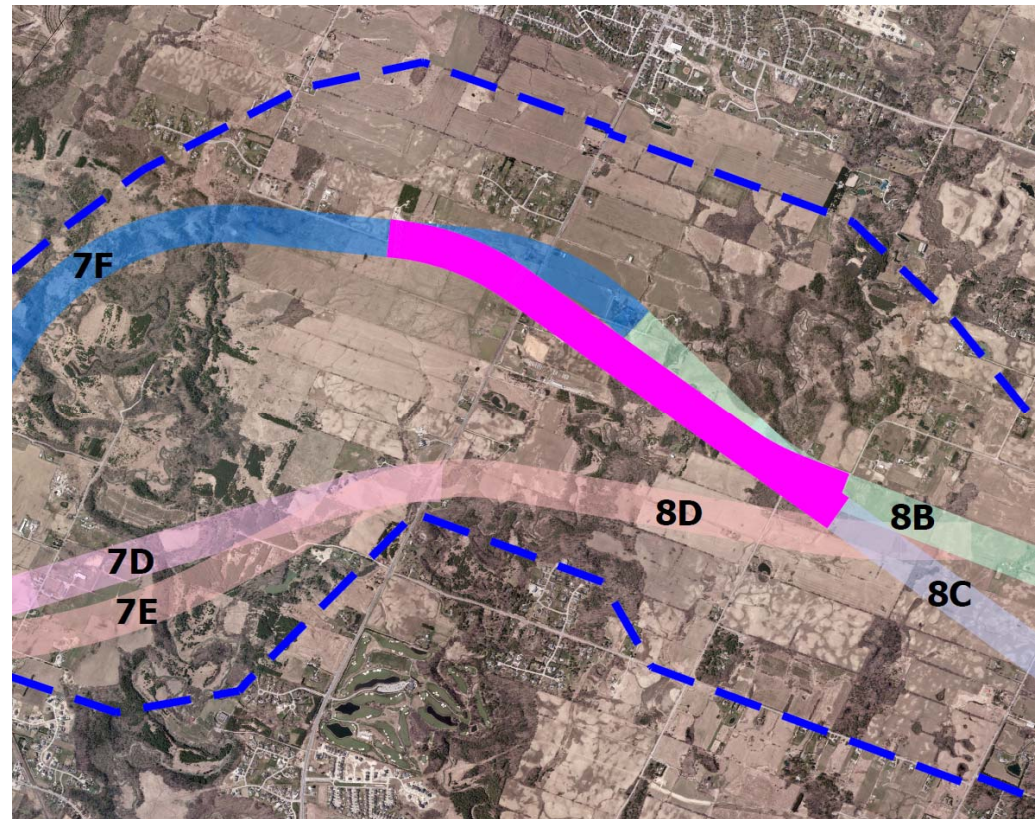
REFINEMENTS TO ROUTE ALTERNATIVES

- A refinement to **Alternative 427B** was made:
 - Facilitates a connection to Alternative 7F



REFINEMENTS TO ROUTE ALTERNATIVES

- A refinement to **Alternative 7F** was made:
 - Minimizes impacts and access restrictions to community north of King-Vaughan Road at Highway 27
 - Suitable crossing of the East Humber River with minimal impact to environmentally sensitive features
 - Increases impacts to an Equestrian Centre



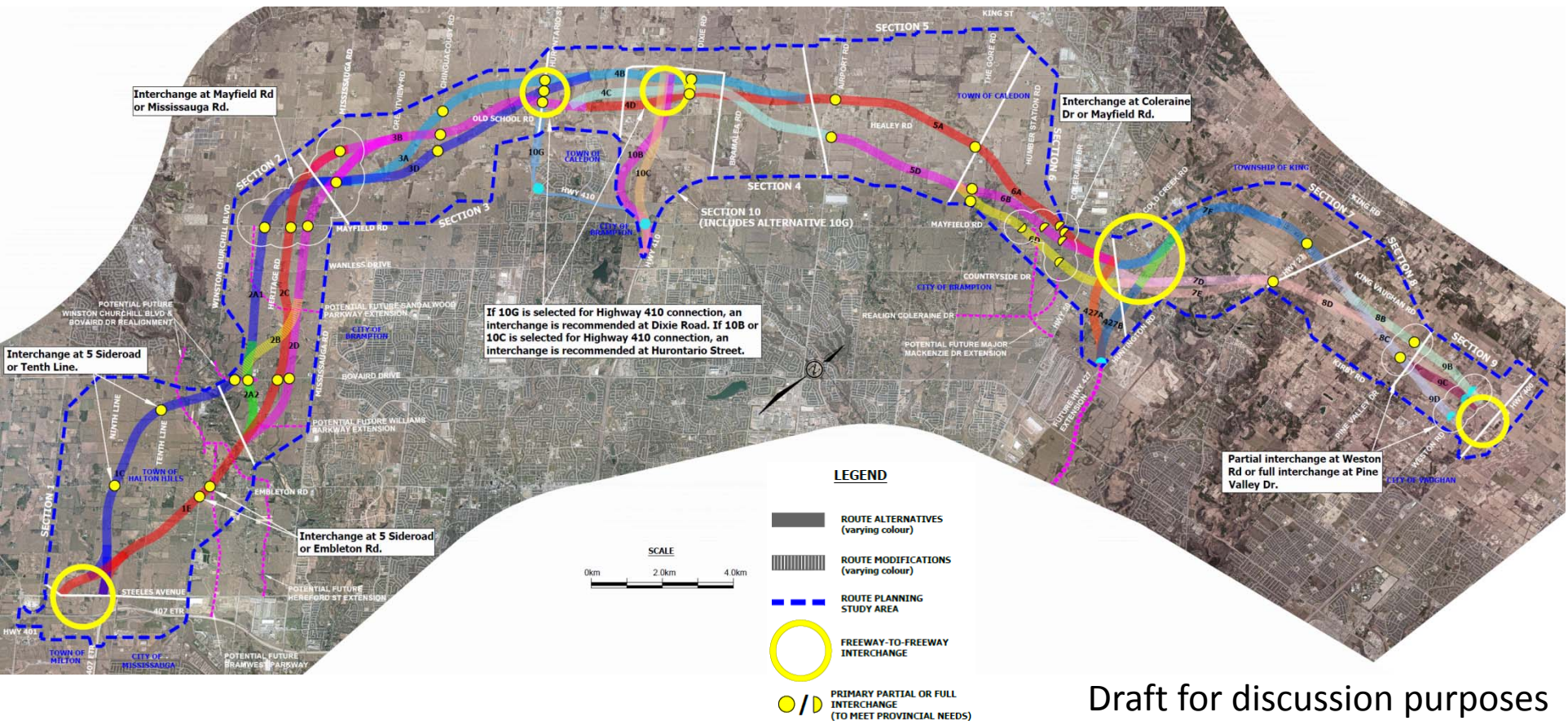


INTERCHANGE LOCATIONS

- Prior to PIC #1, all existing and planned crossing roads were initially considered for interchanges, then screened based on:
 - Minimizing impacts to significant natural features
 - Minimizing impacts to existing and planned (approved) population and employment areas
 - Ensuring efficient and direct connections and addressing future transportation needs
- Subsequent to PIC #1, the project team began an exercise to confirm the potential interchange locations by using criteria such as:
 - Maximum spacing of 8 km between interchanges
 - Where more than one road meets the spacing criteria, identify the crossing road that best serves transportation needs based on:
 - Road classification
 - Connectivity to existing and planned urban centres
 - Conflicts with other interchanges
 - Forecasted utilization of the interchanges
 - Input from municipalities



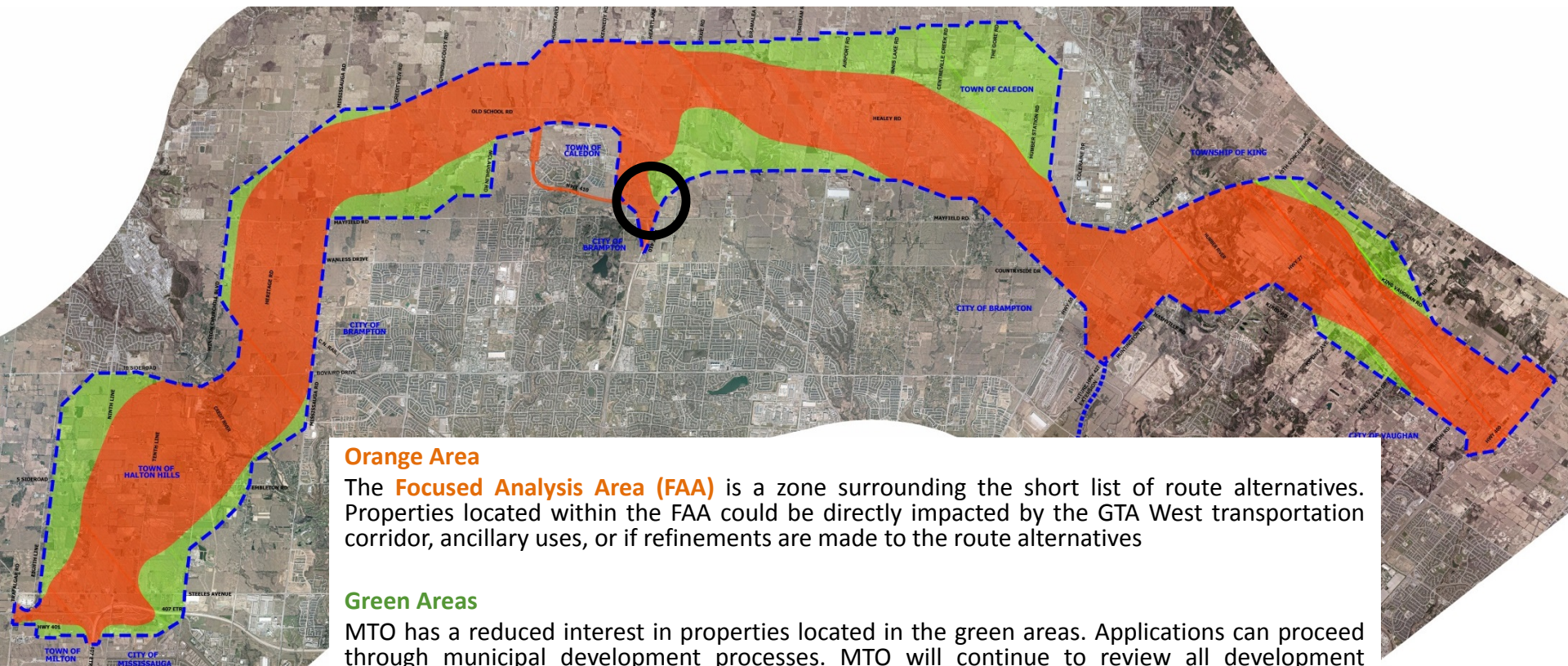
REFINED SHORT LIST OF ROUTE ALTERNATIVES AND POTENTIAL INTERCHANGE LOCATIONS



Draft for discussion purposes



FOCUSED ANALYSIS AREA



Orange Area

The **Focused Analysis Area (FAA)** is a zone surrounding the short list of route alternatives. Properties located within the FAA could be directly impacted by the GTA West transportation corridor, ancillary uses, or if refinements are made to the route alternatives

Green Areas

MTO has a reduced interest in properties located in the green areas. Applications can proceed through municipal development processes. 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 transportation corridor



Minor refinement based on stakeholder input



FIELD INVESTIGATIONS

- Requests for Permission to Enter were mailed to approximately 800 properties in the study area
- Field Investigations are being conducted to:
 - Inventory natural environmental features, including vegetation, birds, reptiles and amphibians
 - Confirm or update secondary source information
 - Assess the significance of natural features





CONSULTATION & ENGAGEMENT

- Community workshops (4 rounds)
 - You are attending Community Workshop #2 today
- Public Information Centres (3 rounds)
 - PIC #2 is planned for late 2015
- Ongoing consultation with First Nation and Métis Councils/Communities
- Stakeholder advisory groups, municipal working groups, meetings with landowners, Council presentations, utilities (Hydro One, TransCanada Pipelines)
- Website, email, toll-free telephone, Twitter





NEXT STEPS

Opportunity for Input

- Remain on schedule
- ➔ • Further develop, assess and evaluate the short list of route alternatives and the potential interchange locations
 - **Meetings with Advisory Groups**
- ➔ • Present the preferred route at PIC #2 (Fall/Winter 2015)
- ➔ • Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)

***Contact the GTA West
Project Team***

Website: www.gta-west.com
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Twitter: @GTAWestStudy