

# GTA West Transportation Corridor EA Study – Stage 2

Introductory Municipal and  
Regulatory Agency Meeting  
June 16, 2014



## Today's Agenda

- Purpose of the Municipal and Regulatory Agency Advisory Groups
- Provide an overview of the study background, process and schedule
- Review the consultation program
- Discuss key study issues
- Open discussion



## Meet the GTA West Team

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





## Planning *with* Vision, Planning *for* People

- To follow an open and transparent process that provides equal opportunities for all stakeholders to help shape the outcome of the project
- To 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 our municipal and agency partners in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship***



## The MAG and RAAG

- The Municipal Advisory Group (MAG) comprises technical staff from all upper and lower tier municipalities in the study area
- The Regulatory Agency Advisory Group (RAAG) comprises staff from all regulatory agencies with an interest in the study
- The intent is for these groups to meet at key milestones to discuss project specific updates and share information on items such as:
  - Project findings
  - Municipal infrastructure plans
  - Municipal and Agency interests
  - Future development plans
  - Community feedback
- In addition to the broader MAG/RAAG meetings, working groups are being formed to focus on specific issues and areas of interest



## Coordination with Municipal Planning Initiatives

- The GTA West team recognizes that municipalities must continue to actively plan for future growth and will work with municipal staff to support these initiatives to the greatest possible extent
- In cases where municipal initiatives overlap with the GTA West Route Planning Study Area, it must be recognized that:
  - The planning for the future GTA West Corridor ultimately falls under the jurisdiction of MTO
  - The ability of the corridor to accommodate future municipal planning aspirations is an important consideration, but it is not the only consideration
  - The preferred GTA West corridor may not necessarily coincide with the recommended corridor locations that may emerge from municipal planning studies
- To facilitate an efficient study process and avoid the potential for stakeholder confusion, stakeholders should be referred to the GTA West Project Team or the GTA West website ([www.gta-west.com](http://www.gta-west.com)) for the most up-to-date information



## Study Background

Stage 1 of the GTA West Corridor Planning and EA Study was completed in November 2012:

### Multi-Modal Strategy

- Optimize the existing transportation network
- Improvements to non-roadway transportation modes such as transit and rail
- Widening of existing highways, and
- A new transportation corridor

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

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Will feature a 400-series highway, a transitway, and potential goods movement priority features





# The Future Transportation Needs

Based on forecasts derived from the *Places to Grow Act* and the *Growth Plan for the Greater Golden Horseshoe*, the coming growth in population and employment in the Greater Golden Horseshoe will drive the need for additional transportation infrastructure:

- **100,000 people** and **80,000 jobs** will be added to the region each year over the next 20 years
- **1.5 million additional trips** (cars and trucks) in the GTA West study area by 2031
- Average commute times are expected to increase by about one third (**27 minutes per day**) by 2031 without changes

The GTA West transportation corridor will help to address these needs:

- Greater connectivity between urban growth centres
- Enhanced people and goods movement
- Improved commuting
- Greater economic vitality



**LEGEND**

**Base Features**

- Preliminary Route Planning Study Area
- Upper Tier Municipal Boundary
- Lower Tier Municipal Boundary

**Roads**

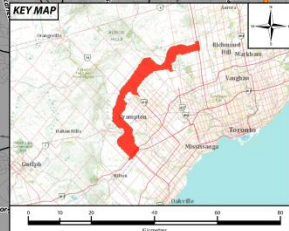
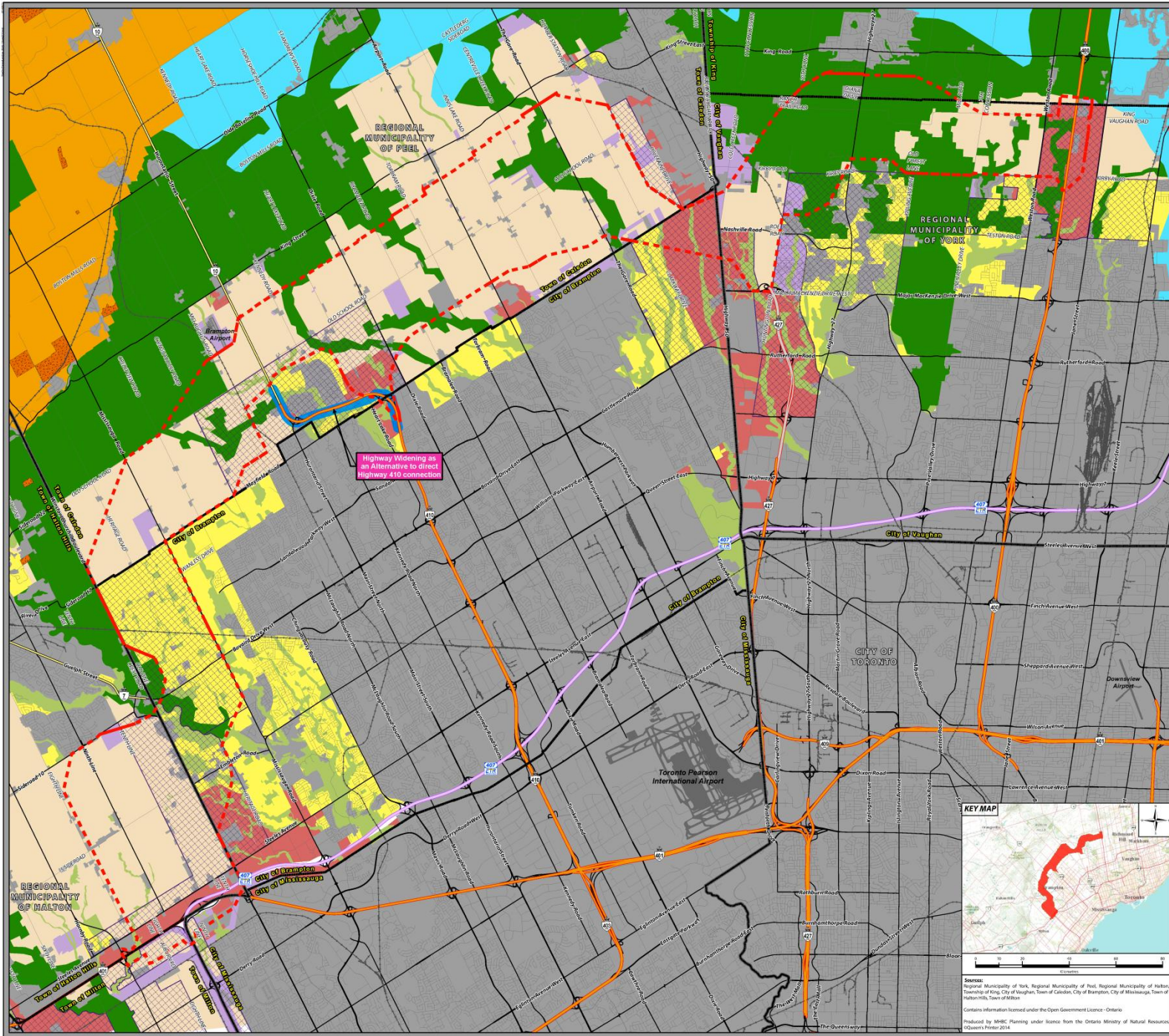
- Future Freeway
- 407 ETR
- Interchange
- Arterial Road
- Local Road

**Railways**

- Railway

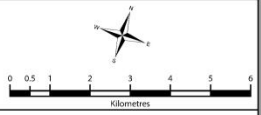
**Generalized Land Use Designations**

- Build Up Area
- Greenbelt - Protected Countryside
- Nagara Escarpment Plan
- Old Recluse Mosaic
- Active Pk/Quarry
- Future Urban Area
- Environmental Policy Area
- Designated Employment Area
- Designated Residential Area
- Agricultural Area
- Road Area



**Generalized Land Use**

Date: June, 2014

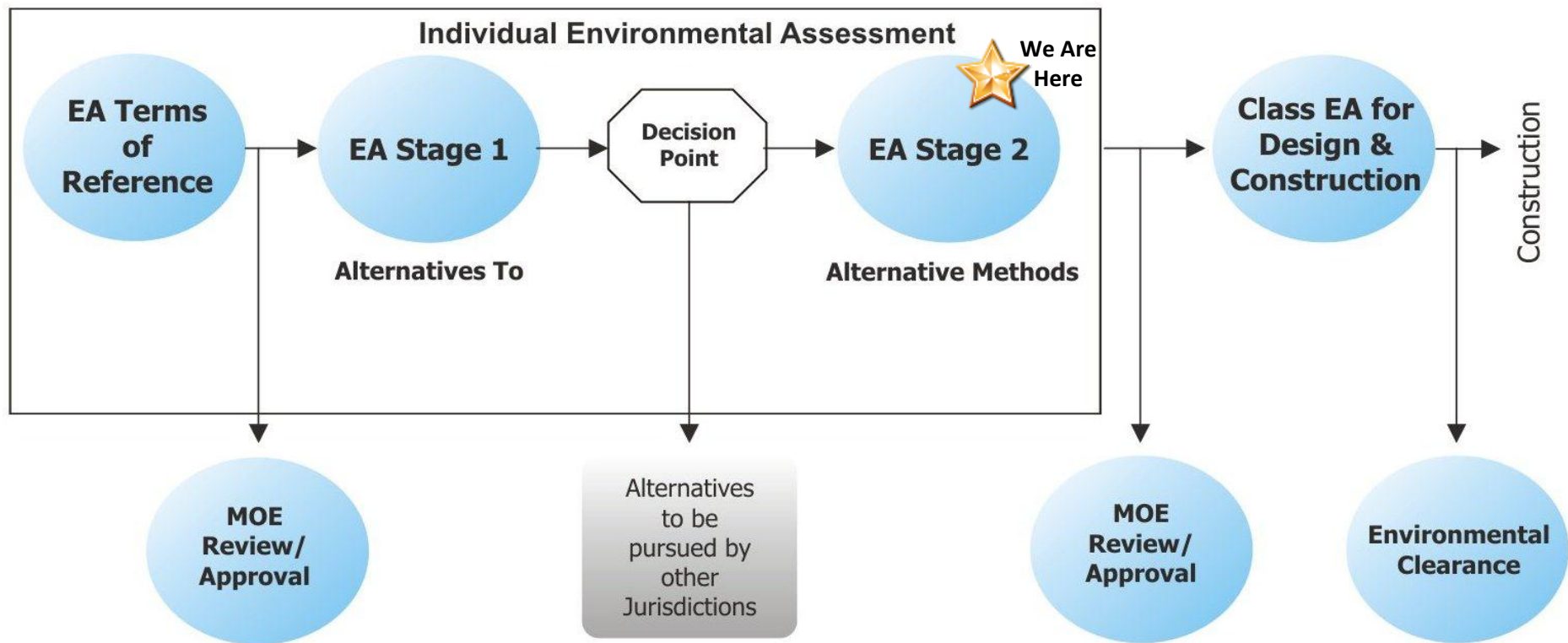


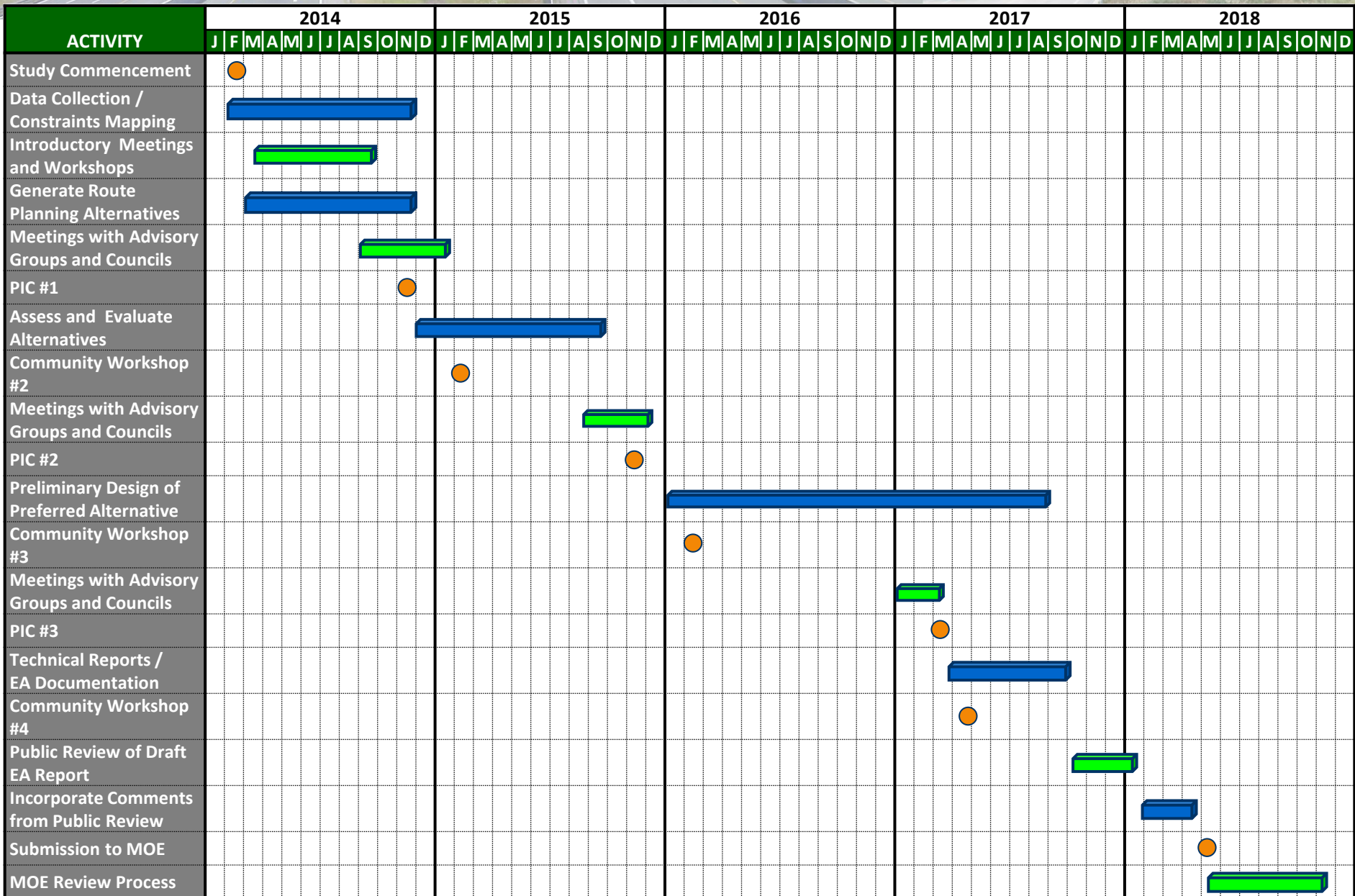
**Sources:**  
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton  
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## Study Process





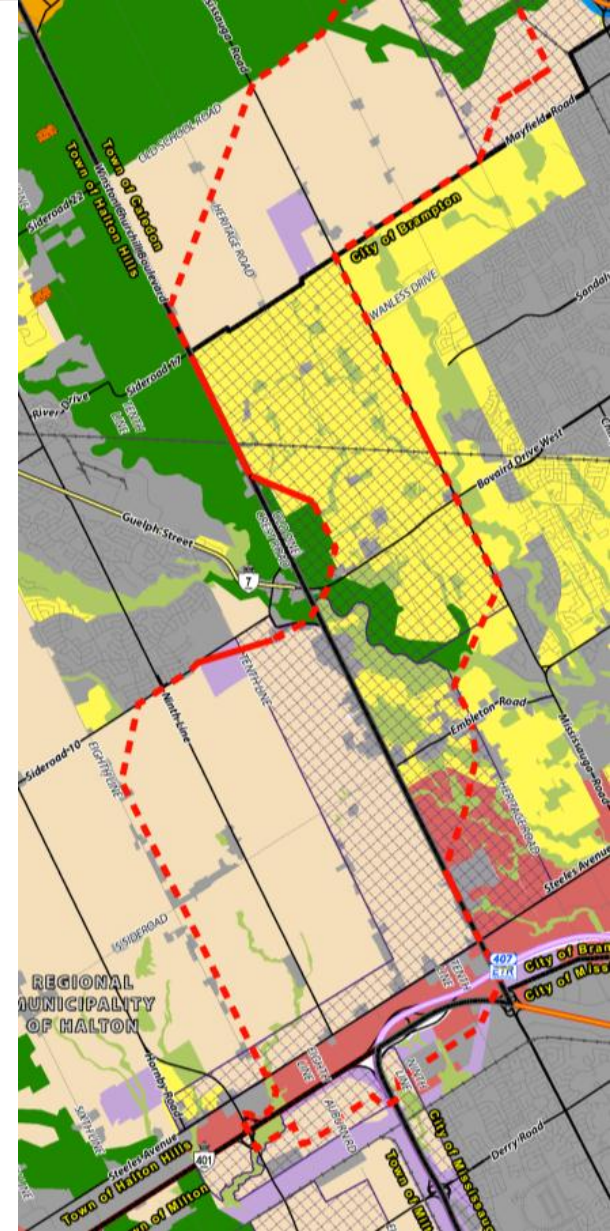




## Key Issues – West Section

### Highway 401 to Mississauga Road

- Freeway to Freeway Interchange at Highway 401 / Highway 407 ETR
  - Complex traffic analysis to confirm operations
  - Compatibility with municipal development plans
  - Staging and detouring requirements
  - Impacts to Sixteen Mile Creek Tributaries
  - Numerous heritage properties
- Designated Employment Lands along Highway 401
- Ability to accommodate Norval Bypass
- Challenges in crossing the Credit River
- Heritage Heights Development Area
- ROPA 38 (Halton) Employment Lands

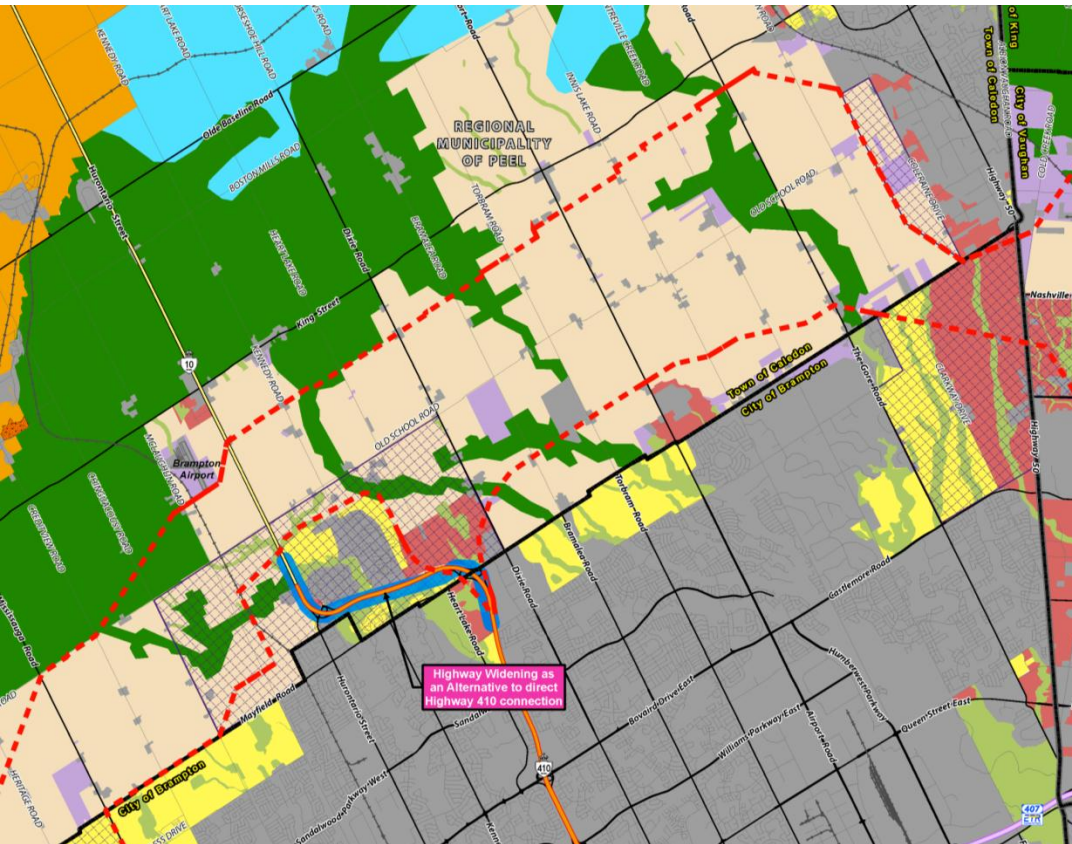






# Key Issues – Central Section

## Mississauga Road to Highway 50



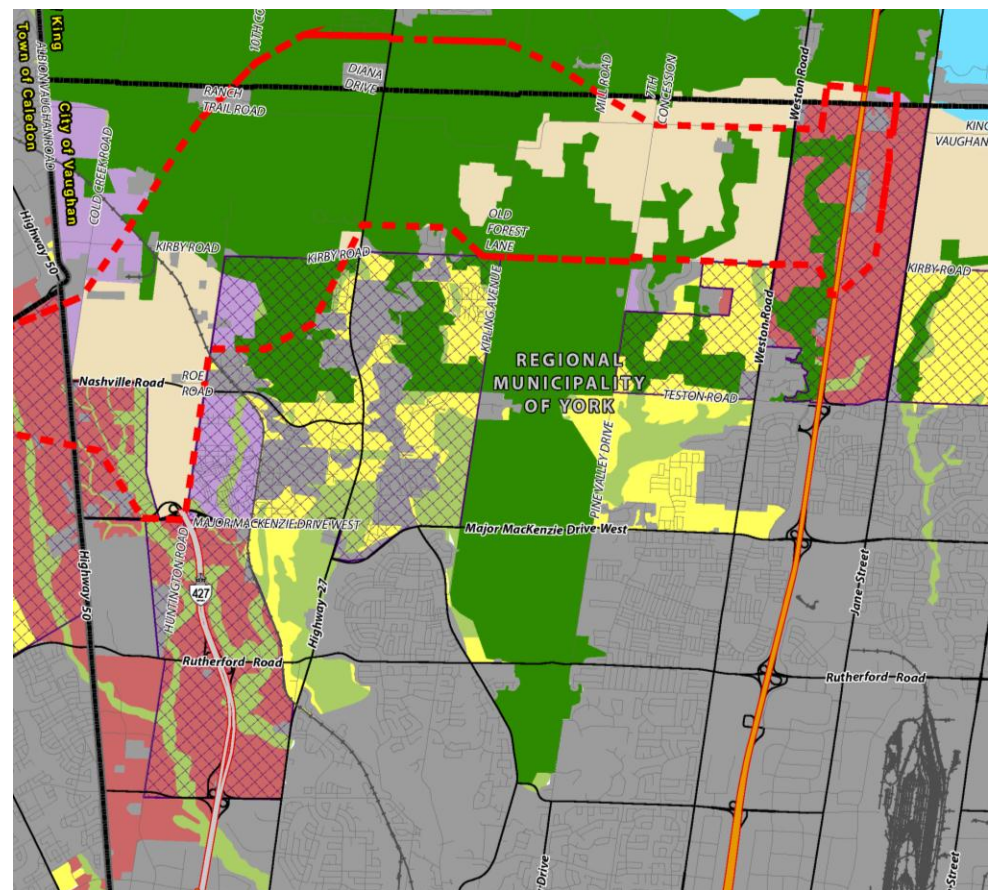
- Future development areas:
  - Mayfield West
  - SP-47 Lands
  - Bolton-Albion development lands
- Valleywood community
- Existing agricultural operations
- Numerous watercourses
- Highway 410 – new corridor vs. widening:
  - Geometric constraints with full freeway to freeway interchange
  - Widening requirements and accommodation for transit
  - Future development constraints
  - Partial interchange at Countryside Drive



## Key Issues – Eastern Section

### Highway 50 to Highway 400

- Crossing of Hydro One 500 kV corridor
- Connection to Highway 427
  - Narrow section south of Bolton due to Humber River Tributaries, CN Rail, Hydro Substation, and local developments
- Connection to Highway 400
- Highway 400 Employment Lands (Vaughan 637)
- Challenges in crossing the Humber River
- Greenbelt / Protected Countryside







## Managing Future Development Needs

- The study team is committed to moving forward as quickly as possible with this study
- A full set of route planning alternatives is under development and will be available for review later this Fall
- Lands in areas beyond the route planning alternatives can be released progressively, with additional consultation and associated documentation
- Further release of lands when:
  - Preferred route has been identified and confirmed
  - Preliminary design of preferred route has been completed
- Targeted consultation to obtain timely feedback as the design progresses

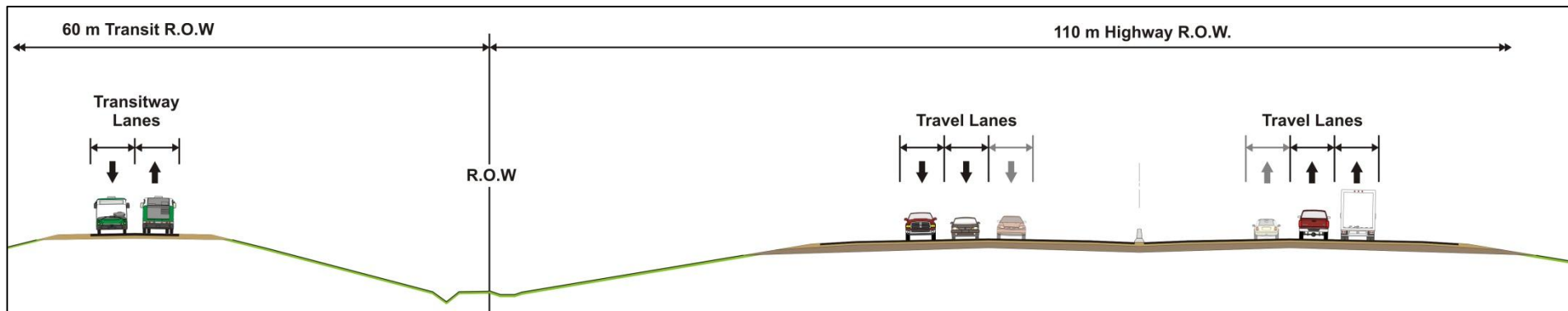
*Development Construction within the Study Area*





## The New Corridor

- The new corridor will feature a 4 or 6-lane highway and a separate adjacent transitway
  - Transitway stations will be located at interchanges and key connection points.
- Truck priority features will also be considered





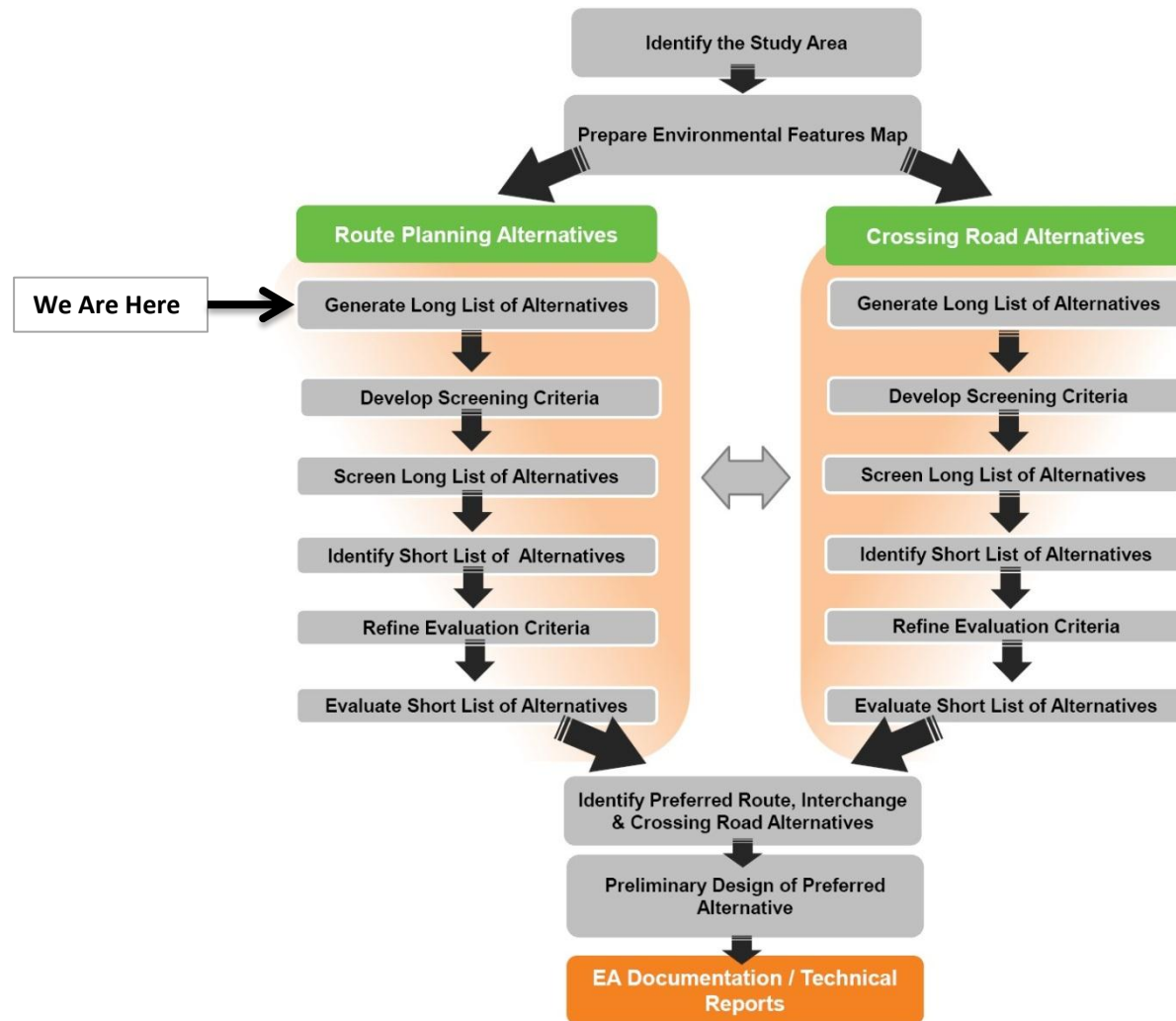


## Greenbelt Design Guidelines

- The Draft *Guideline for Planning and Design of the GTA West Corridor through the Greenbelt* was developed in Stage 1 for application in Stage 2
- Included input from representatives of various environmental agencies, ministries, and interest groups
- Key elements include:
  - Impact avoidance, where possible
  - Consideration of road ecology and wildlife
  - Consideration of impacts to agriculture
  - Stormwater management
  - Bridge design over rivers and valleys
  - Consideration of a reduced cross-section width through the Greenbelt
  - Community Sensitive Design



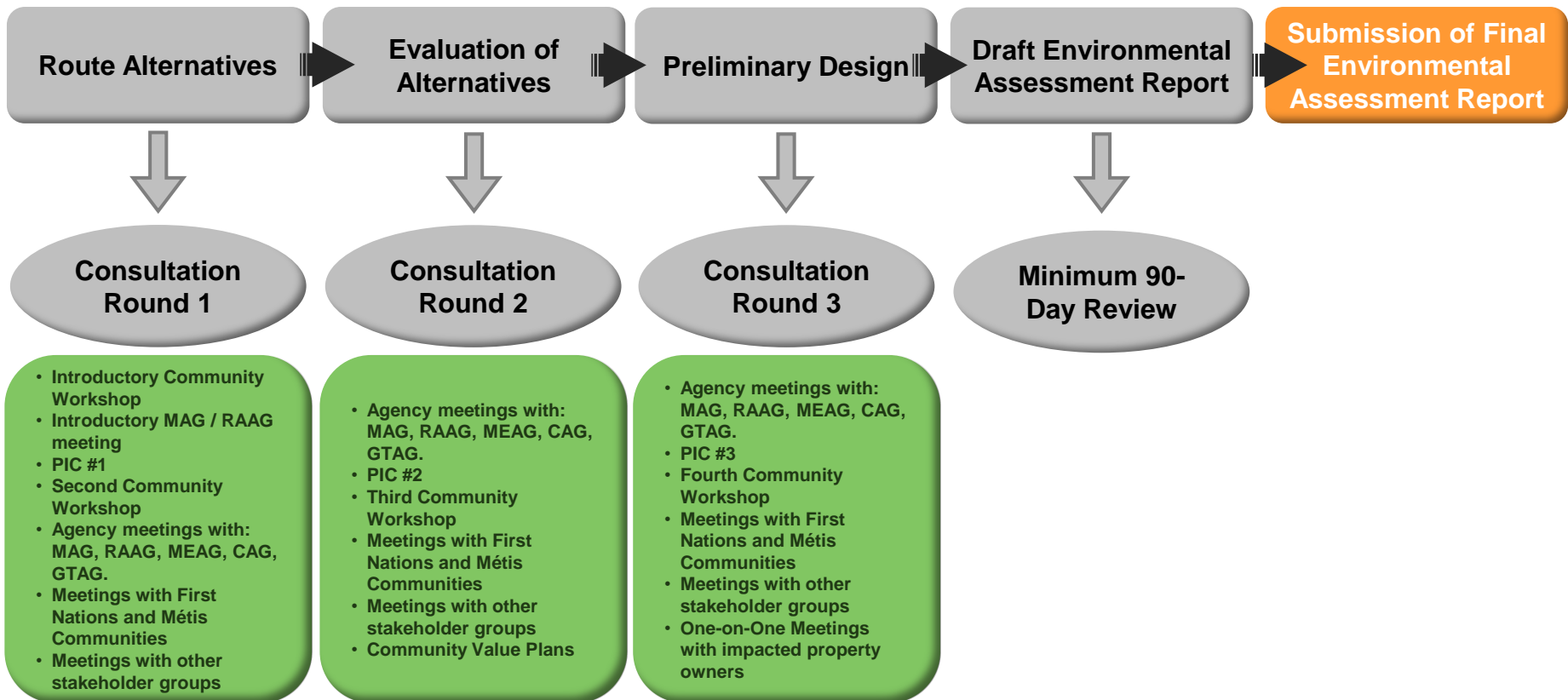
# Planning Process





# Consultation Program

2014 2018



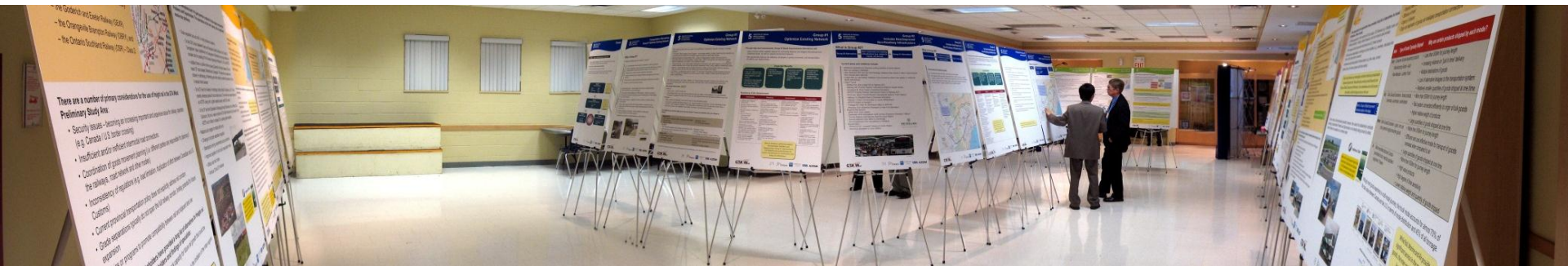




# Consultation & Engagement Program

The consultation program features multiple outreach tools and points of contact:

- Public Information Centres (3 rounds)
- Community workshops (4 rounds)
  - Introductory workshops to be held in Summer 2014
- First Nation and Métis Council / Community Meetings (3 rounds)
- Stakeholder advisory groups and working groups
- Project website: [www.gta-west.com](http://www.gta-west.com)
- Follow us on Twitter: [@GTAWestStudy](https://twitter.com/GTAWestStudy)







## Consultation & Engagement – Stakeholder Advisory Groups

- **Municipal Advisory Group (MAG)**
  - Municipal staff from regional and lower tier municipalities
- **Municipal Executive Advisory Group (MEAG)**
  - Commissioners of planning and public works from regional municipalities
- **Community Advisory Group (CAG)**
  - Stakeholder/interest groups, organizations, and individuals in and around the Study Area
- **Greenbelt Transportation Advisory Group (GTAG)**
  - Environmental interest groups, environmental ministries and agencies, and other stakeholders with a particular interest in the Greenbelt
- **Regulatory Agency Advisory Group (RAAG)**
  - Provincial ministries, agencies and federal departments
- **First Nations and Métis Communities**
  - Meetings will be held throughout the course of the study



## Next Steps

- Data requests and compilation – Completed (With your assistance!)
- Preparation of Constraints Mapping – Initiated
- Development of Route Alternatives – Initiated
- **Introductory Community Workshops** – Summer 2014
- Working group meetings – Fall 2014
- Next MAG and RAAG meeting – Fall/Winter 2014
- Other Advisory Group meetings (CAG, GTAG, etc.) – Fall/Winter 2014
- **Public Information Centre #1** – Fall/Winter 2014



# Open Discussion

## 1) What are some key considerations for the team?

- Active Transportation Plans
- Crossing Road Treatment
- Future Development Plans/Aspirations
- Secondary Plans
- Environmental Features
- Study Timelines
- Others?

## 2) What are your expectations for participation in this study?

## 3) What do you view as your role in the project?

## 4) What are some of the related challenges that you face?

## 5) What are you hearing from the local community?

## 6) Are there additional sources of data that we should be aware of?

## 7) To which locations within the study area should the team be paying particular attention? Why?



**LEGEND**

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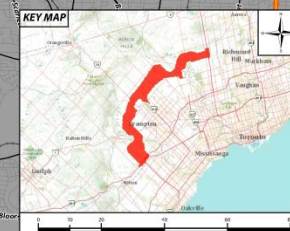
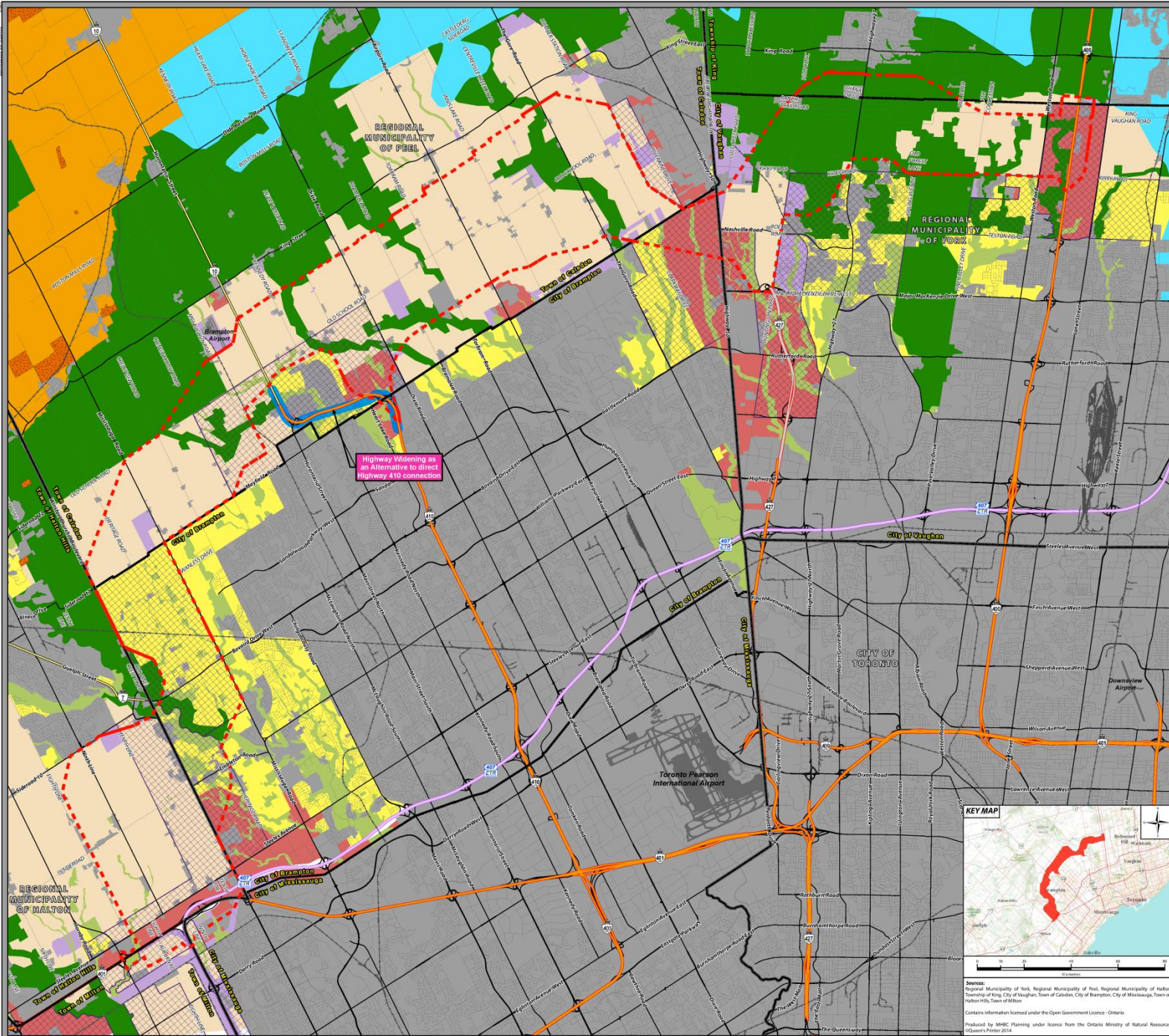
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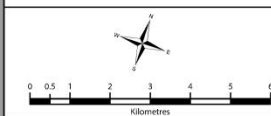
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