

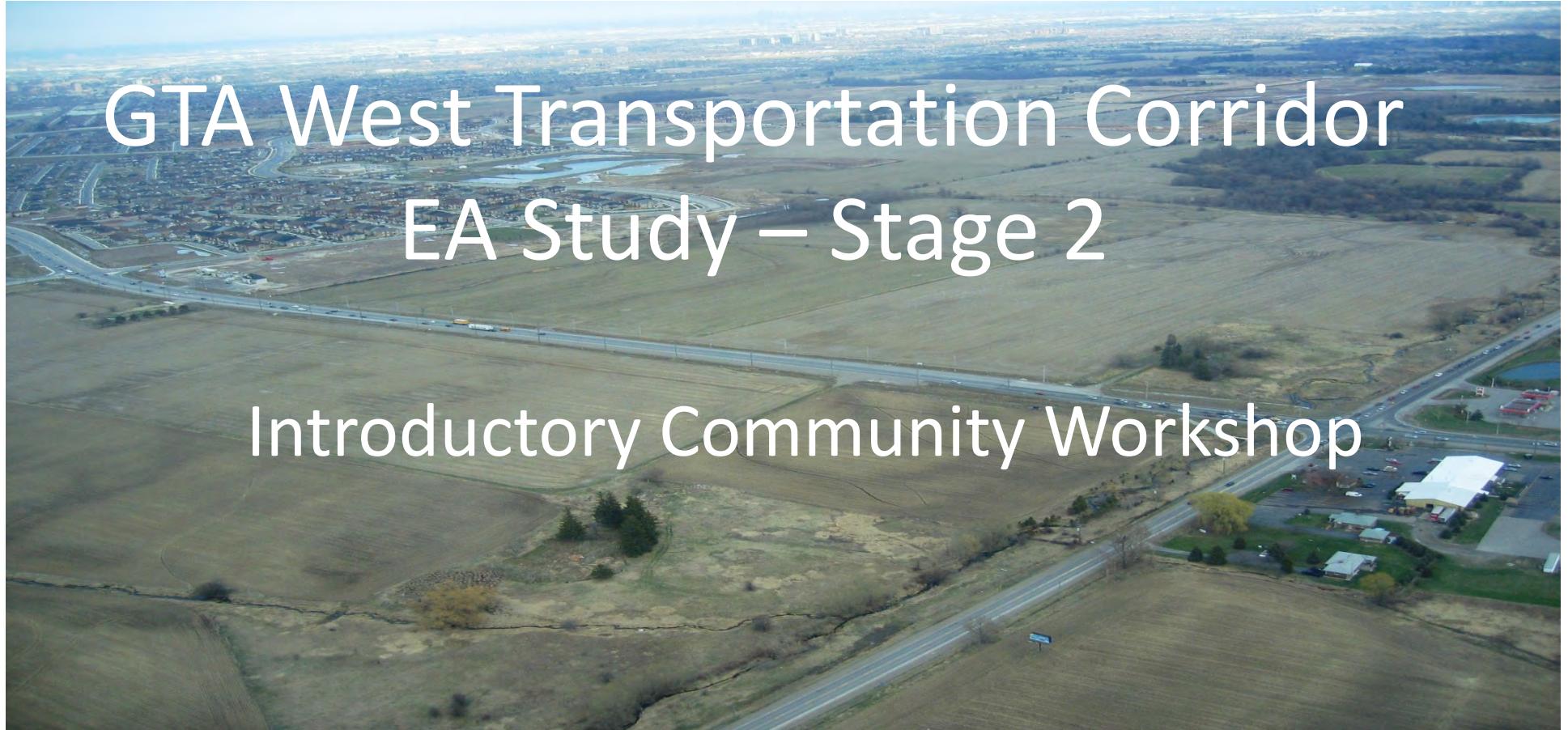
Appendix B

Presentation and Display Materials



GTA West Transportation Corridor EA Study – Stage 2

Introductory Community Workshop



MMM GROUP





Today's Agenda

- The GTA West Project Team
- Study overview
- Interactive exercises and one-on-one discussions with the Project Team
 - Application for Community Advisory Group & Greenbelt Transportation Advisory Group
 - Things to Consider for Route and Interchange Alternatives
 - What Features are Important to You?
 - Where Should the Route Go?



The GTA West Project 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 Sorochinsky**, URS: Manager – West Section
- **Brenda Jamieson**, AECOM: Manager – Central Section
- **Jim Dowell**, MMM: Manager – East Section
- **Sandy Nairn**, MMM: Environmental Planning Lead
- **Patrick Puccini**, URS: Consultation Lead



Planning with Vision, Planning for People

Our philosophy is....

- 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 for the Transportation Corridor through the Route Planning Study Area that provides the best balance of benefits and impacts to the local communities and the users of the transportation system

To accomplish this, we are committed to providing members of the local community and users of the transportation system with innovative and engaging consultation opportunities that enable active participation and the ability to help shape the outcome of this study in a meaningful way



Stage 1 of the Study

Stage 1 of the GTA West Transportation Corridor Planning and EA Study was completed in November 2012. It recommended a multimodal strategy including:

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

Stage 2 of the Study

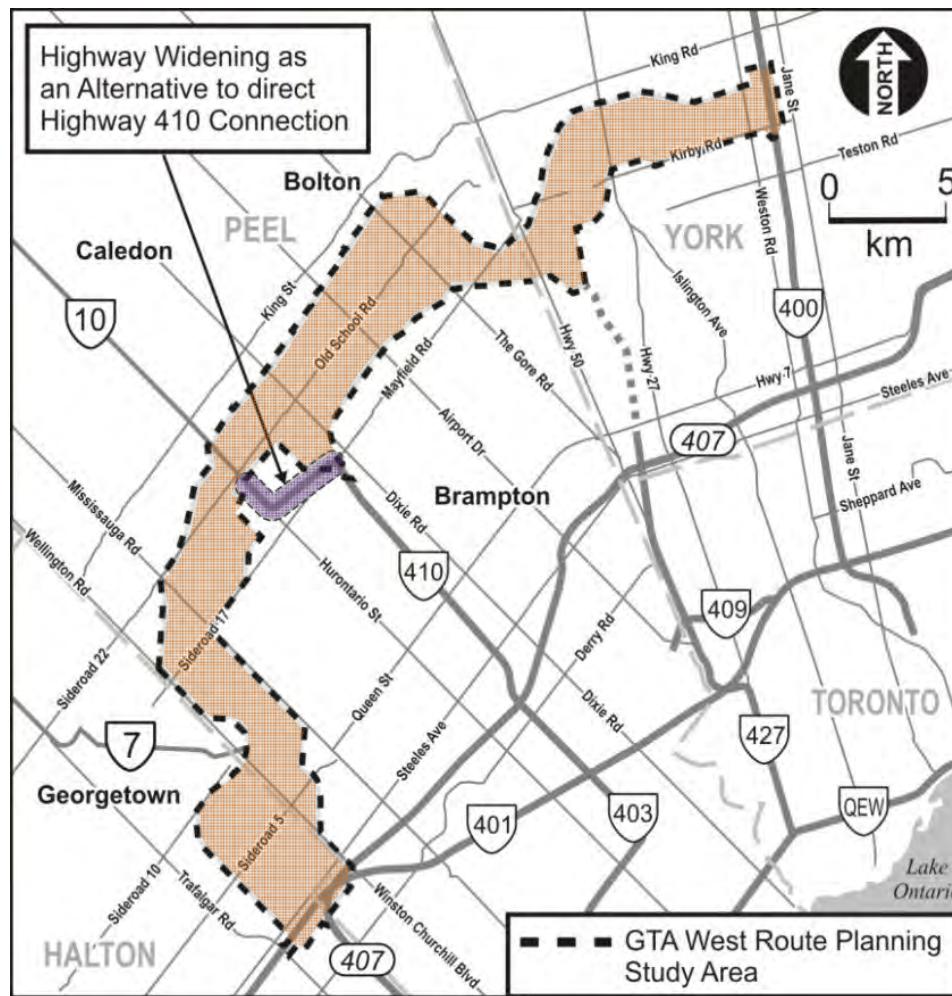
This study (Stage 2) focuses on the recommendation for a new transportation corridor:

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



GTA West

Planning with Vision | Planning for People





Coordination with Other Studies

- Municipalities and other stakeholders may be conducting planning studies within MTO's GTA West Route Planning Study Area, however the planning for the GTA West transportation corridor and the ultimate identification of the preferred route is the responsibility of the province of Ontario (MTO)
- If you see references to "GTA West", remember:
 - MTO is considering the findings of these other studies, however they are only one piece of the larger puzzle
 - MTO's GTA West Study Area is 50 km long, includes 10 municipalities, and many environmental and community features to consider.
 - As a result, MTO's recommendation may differ from those of other planning studies
- Look for our logo to be sure you are getting the most accurate and up-to-date information about the GTA West Study

Look for
our Logo!

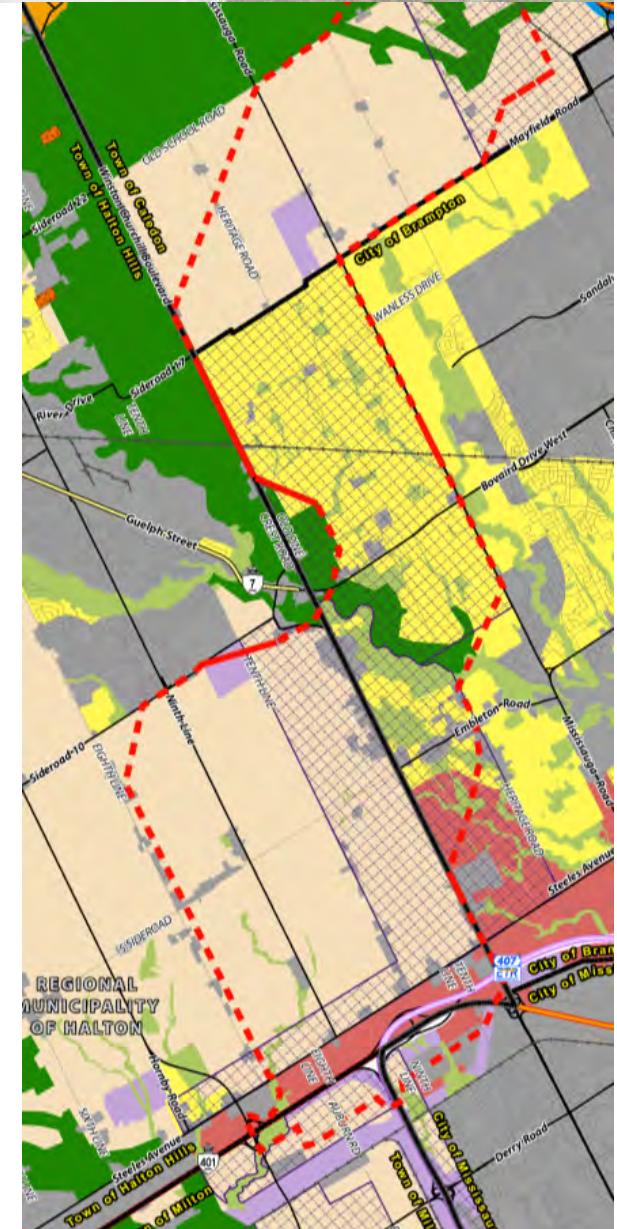




Key Issues – West Section

Highway 401 to Mississauga Road

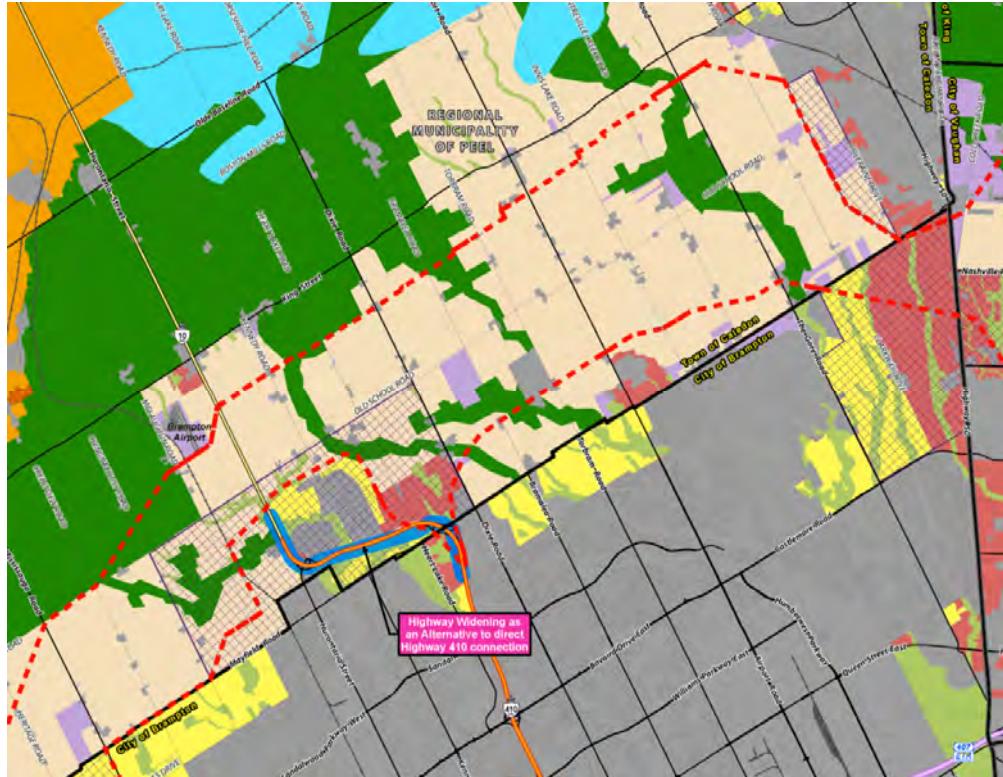
- Interchange at Highway 401 / Highway 407 ETR
 - Complex traffic flow
 - Footprint compatibility with existing land use and municipal development plans
 - Impacts to Sixteen Mile Creek Tributaries
 - Numerous heritage properties
 - Staging and detouring requirements
- Challenges in crossing the Credit River
- Designated employment lands
- Development areas
- Ability to accommodate proposed Norval Bypass





Key Issues – Central Section

Mississauga Road to Highway 50



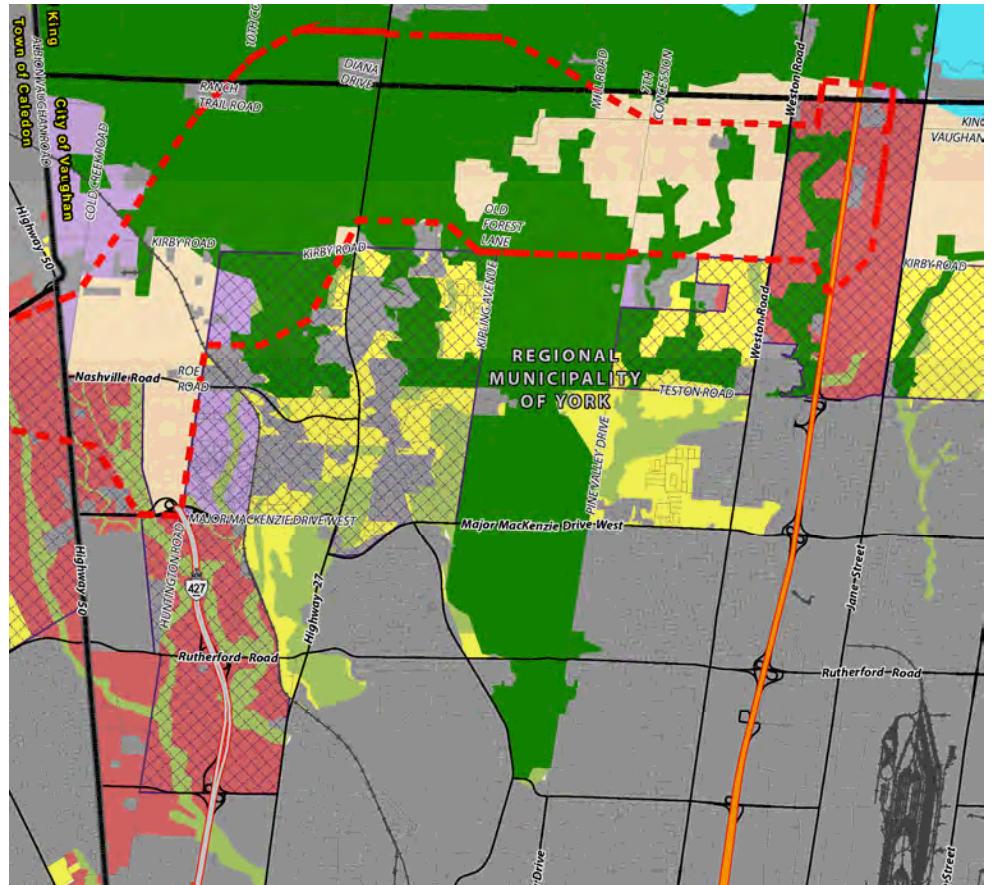
- Existing agricultural operations
- Future development areas
- Numerous watercourses
- Residential communities
- Highway 410 connection options:
 - Complex traffic flow
 - Footprint compatibility with existing land use and municipal development plans
 - Partial interchange at Countryside Drive



Key Issues – Eastern Section

Highway 50 to Highway 400

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





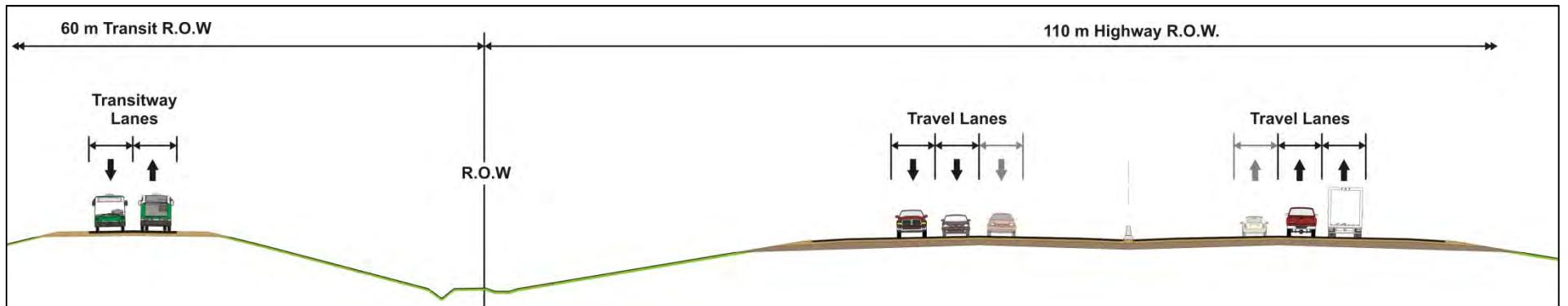
Helping to Reduce Uncertainty

- The Project 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 year
- MTO objections to development applications can be lifted progressively, with additional consultation and associated documentation (following PIC1)
- Further removal of objections to development applications when:
 - Preferred route has been identified and confirmed (following PIC 2)
 - Preliminary design of preferred route has been completed (following PIC 3)
- All lands outside of the preferred route location, as denoted in the EA documentation, will be released once EA approval is obtained.



The New Corridor

- The new corridor will feature a 4- to 6-lane highway and a separate adjacent transitway
 - Transitway stations will be located at interchanges and key connection points
- Truck priority features are also being actively explored



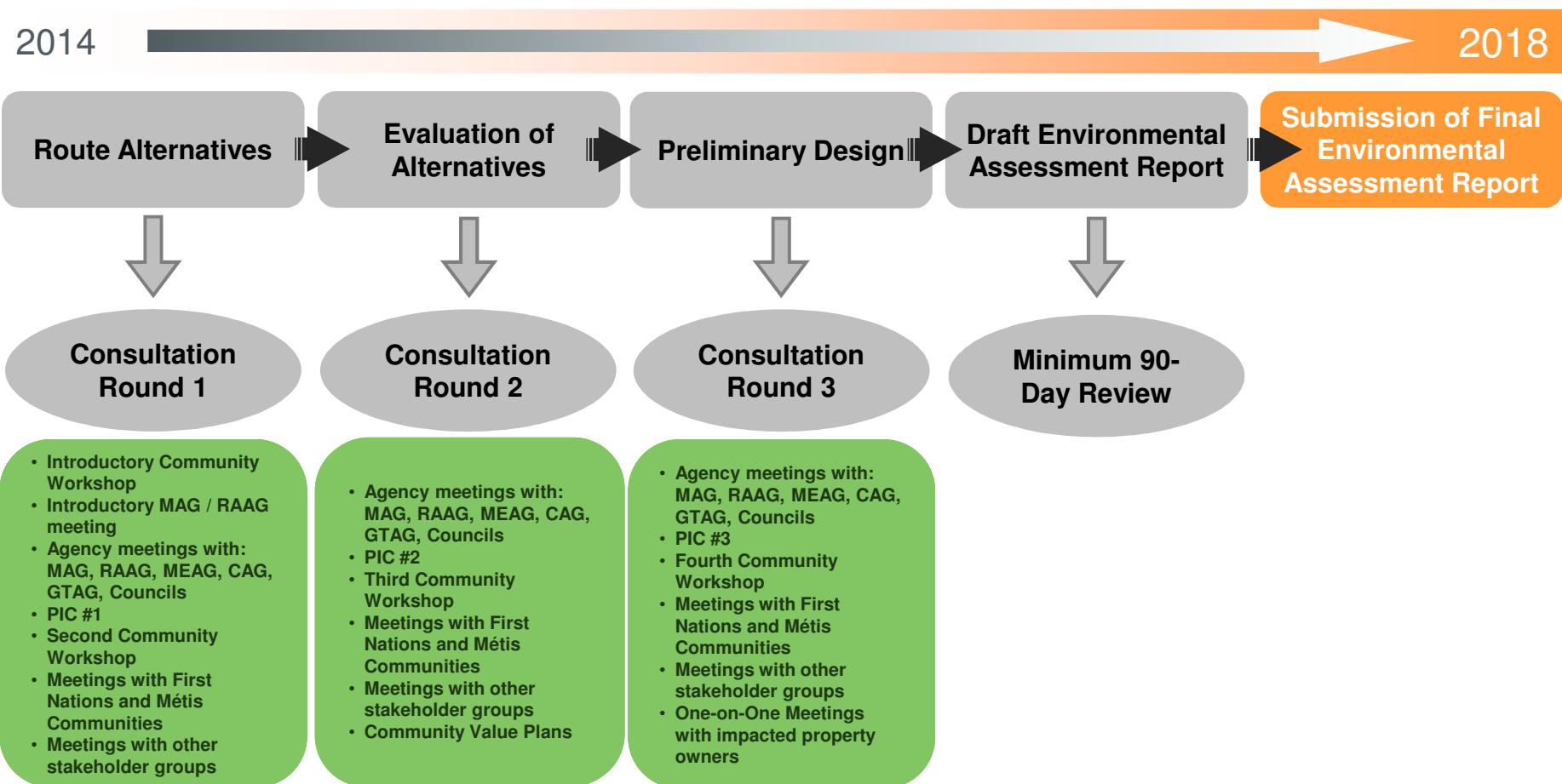


Greenbelt Design Guidelines

- 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



Consultation Program





Consultation & Engagement Program

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

- Public Information Centres (3 rounds)
- Community workshops (4 rounds)
- First Nation and Métis Council / Community Meetings (3 rounds)
- Stakeholder advisory groups, working groups, and Council presentations
- Project website: www.gta-west.com
- Project Team e-mail address: project_team@gta-west.com
- Follow us on Twitter: [@GTAWestStudy](https://twitter.com/GTAWestStudy)
- Toll-free telephone line: 1-877-522-6916





Next Steps

- Finalize existing conditions mapping (*with your input tonight!*)
- Develop route alternatives (*with your input tonight!*)
- Identify potential interchange locations (*with your input tonight!*)
- Meetings with municipal working groups
- Present findings to study stakeholders in Fall/Winter 2014:
 - Stakeholder Advisory Group meetings (MAG, RAAG, CAG, GTAG, etc.)
 - Council presentations
 - Members of the public (Public Information Centre #1)



Please Apply Here
for the Community Advisory Group

&

Greenbelt Transportation Advisory Group

Community Advisory Group

- Do you have an active interest in this study?
Yes? Please consider becoming a member of the Community Advisory Group (CAG)
- We are looking for members of the public from communities in and around the Study Area
- The role of the CAG will be to enable direct communication between the community and the Project Team
- The Project Team will be looking for:
 - Comments and suggestions on study findings
 - Insight and discussion of potential issues, challenges and opportunities
 - Participation in developing strategies to address the issues and opportunities



Greenbelt Transportation Advisory Group



- Do you have an interest in the Greenbelt?

Yes? Why not consider joining the Greenbelt Transportation Advisory Group (GTAG) ?

- The role of the GTAG will be to:
 - Share information regarding key environmental and agricultural features
 - Discuss potential impacts to sensitive features within the Greenbelt
 - Discuss and generate mitigation strategies to be used in the Greenbelt



Please apply here!

- The CAG and GTAG will meet at key points throughout the study
- CAG and GTAG members will be expected to:
 - Attend all meetings
 - Keep up-to-date on study issues
 - Utilize their expertise and knowledge to offer suggestions and actively participate in discussions



Things to Consider

Route and Interchange Alternatives

Our Planning Methodology

- The planning process has two parallel, connected streams:

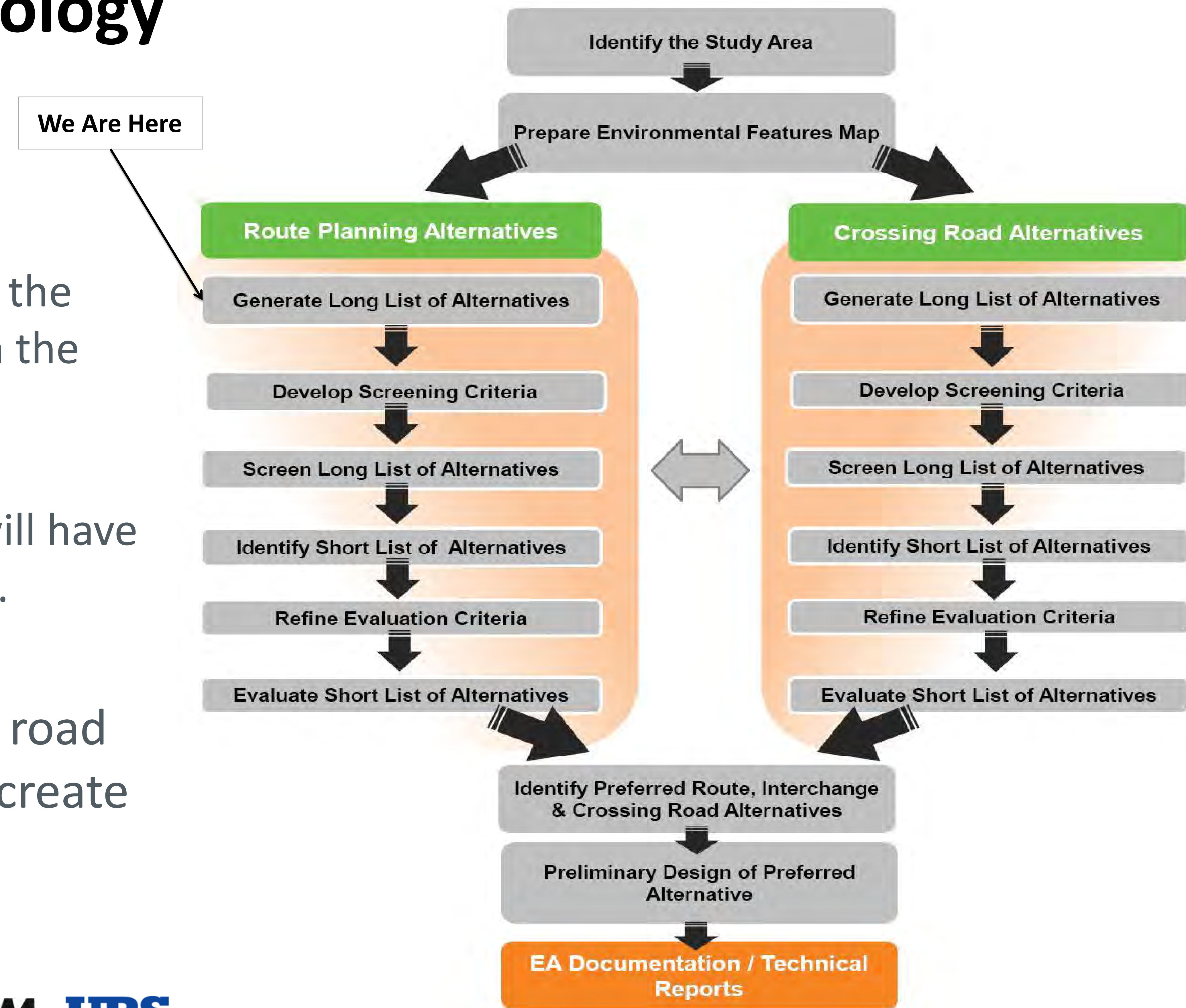
– **The Route Planning Alternatives**

Determines the preferred route for the new highway and transitway within the study area

– **The Crossing Road Alternatives**

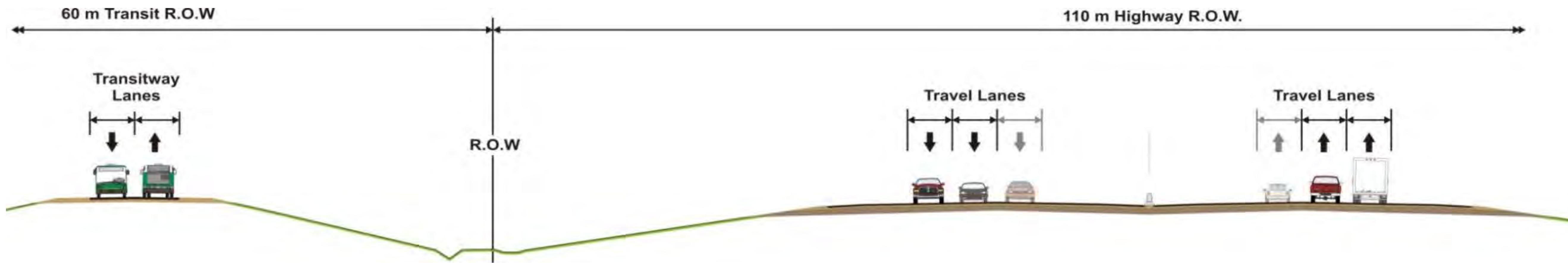
Determines which crossing roads will have interchanges, bridges, closures, etc.

- The preferred route and crossing road alternatives will be combined to create a preferred plan



Where Should The Route be Located?

- Route generation principles include:
 - Consider feasible connections to other freeways
 - Remain within the proposed study area
 - Minimize impacts to significant natural features and communities
 - Avoid fragmentation of agricultural lands
 - Minimize the length of crossings at rivers, streams, roads, and railroads
 - Consideration of topography (e.g. hills and valleys)



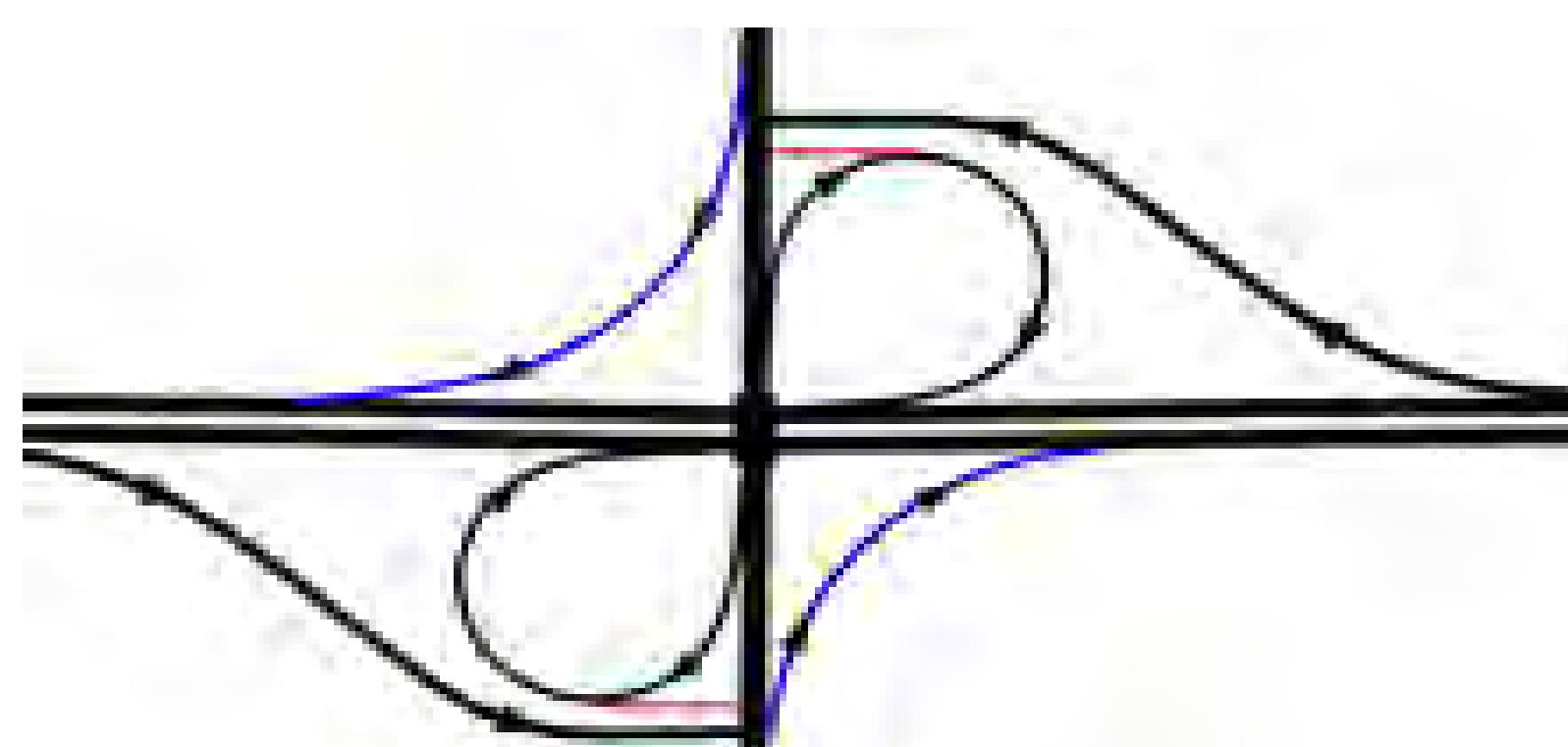
We are interested in your input on route locations.

Where do you think the route should go?

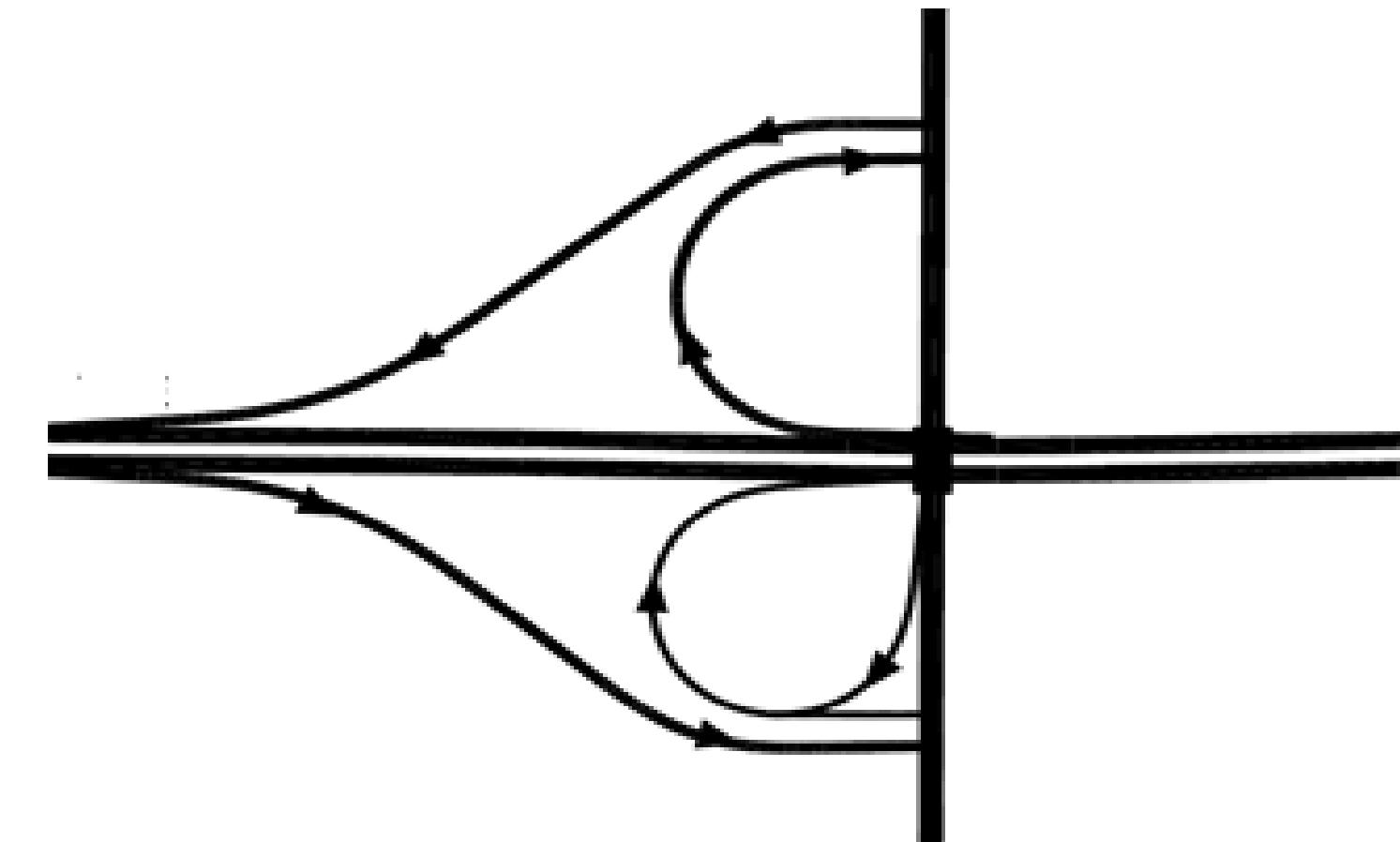
Things to Consider for Interchanges Locations

- Optimal distance between adjacent interchanges – typically varies between 2 and 8 km
- Crossing roads should be well used roads to be considered for interchange locations
- Proximity to adjacent intersections – preferably at least 360 m away when possible
- Access to commercial and residential areas
- Consistency with approved municipal roadway initiatives
- Impacts to adjacent environmental, residential communities and community features
- A typical interchange will fit within a 500 m radius circle

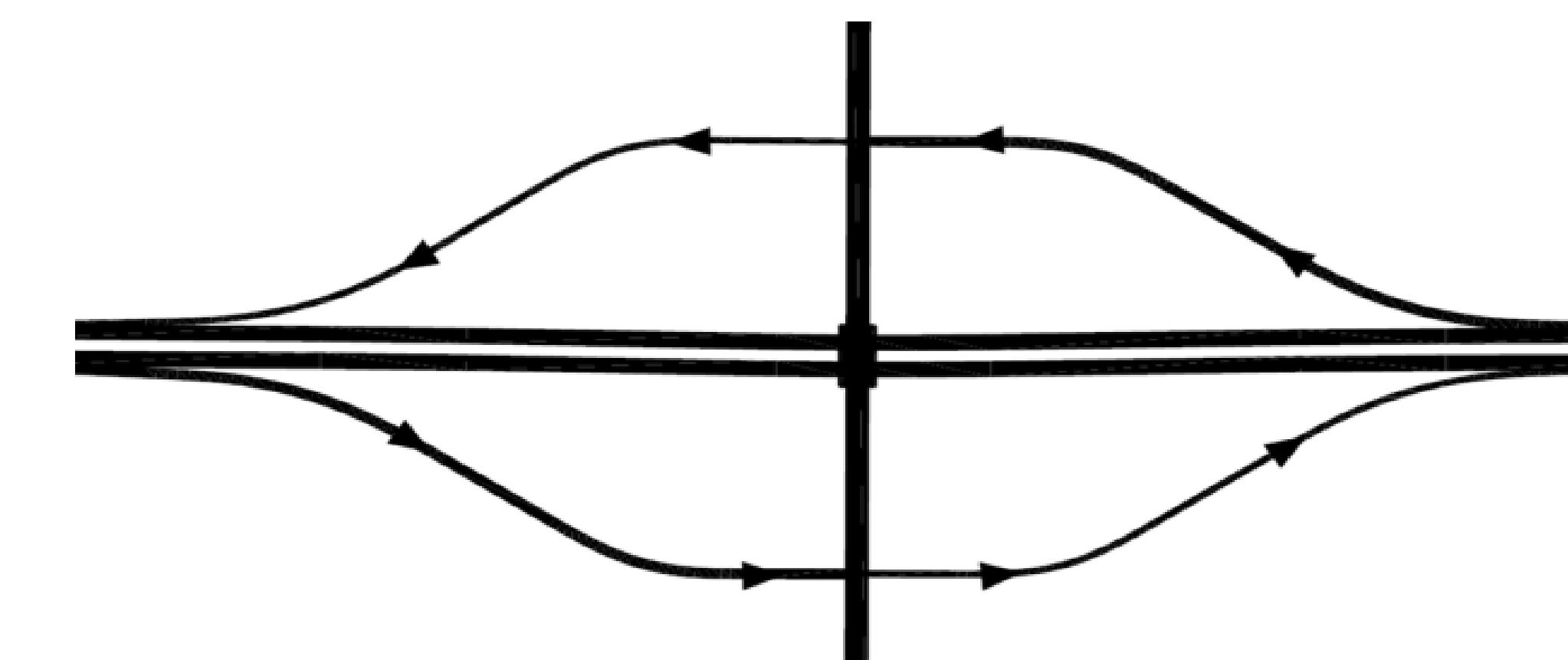
Partial Clover (Parclo) A-4 or A-2



Parclo AB



Diamond



Other Considerations

Below are examples of the types of features that should be considered, avoided or minimized where possible when generating routes and locating interchanges.

Natural Environment	
Watercourse crossings	Wetlands
Wooded Areas	Designated Areas
Wellhead Protection Areas	Residential Wells
Land Use / Socio-Economic Environmental	
Existing Urban and Rural Residential Areas	Commercial / Industrial Areas
Future Development Areas	Tourist Areas
Community Facilities (community centres, schools, churches, etc.)	Municipal Infrastructure and Public Services Facilities
Agricultural Operations	Aggregate and Mineral Resources
Major Utility Corridors	Waste Management Facilities
Highway Access Points	Emergency Access
Cultural Environment	
Cultural Heritage Buildings and Landscape	Archaeological Sites
	Cemeteries



GTA West

Planning with Vision | Planning for People

Please Provide Your Input
What features are important to you?

What Features Are Important To You?

- Please follow these steps to provide your input on existing features within the study area:
 - 1) Fill out a comment sheet with the requested information (each sheet is uniquely numbered)
 - 2) Identify features, A to F, on your comment sheet
 - 3) Place the sticker, A to F, on the plan where the feature is located
 - 4) Return the comment sheet to the Project Team
- Some of the types of features you might want to identify include:
 - Residential developments
 - Agricultural operations (size and type, if possible)
 - Public trails
 - Natural environment (forested areas, wetlands, etc.)
 - Heritage features
 - Community facilities (schools, community centres, churches, etc.)
 - Tourist areas
 - Other features that are important to you



GTA West

Planning with Vision | Planning for People

Please Provide Your Input

Where should the route go?