

# GTA West Transportation Corridor Planning and EA Study – Stage 2

Regulatory Agency Advisory Group  
Meeting #2

November 7, 2014



## AGENDA

- Opening Remarks and Introductions
- Study Overview and Status Update
- Feedback on the Preliminary Short List of Route Alternatives
- Upcoming Public Information Centre
- Next Steps
- Open Forum
- Closing Remarks



# STUDY OVERVIEW

## Stage 1

- Stage 1 was completed in November 2012. It recommended a multimodal strategy including:
  - Optimizing the existing transportation network
  - Improving non-roadway transportation modes such as transit and rail
  - Widening of existing highways
  - A new transportation corridor

The ministry is in the process of prioritizing the recommendations from Stage 1. 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.

## Stage 2

- This study 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, transitway, and potential goods movement priority features

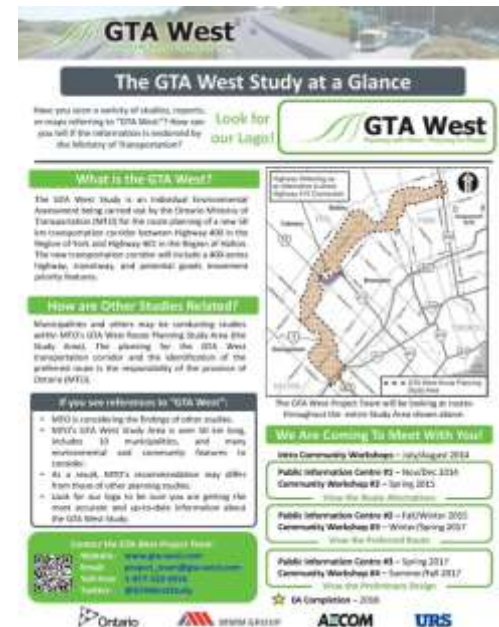






## COORDINATION WITH OTHER STUDIES

- Municipalities and other stakeholders may be conducting planning studies within MTO's GTA West Route Planning Study Area
  - 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 one consideration of many
  - MTO's GTA West Study Area is over 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





## WHAT WE HEARD AT RAAG MEETING #1

- Introductory MAG/RAAG meeting held on June 16, 2014
- Key comments and questions shared:
  - The need for coordination between the GTA West Study and municipal/government initiatives. All parties agreed to engage in meaningful two-way communication and information sharing
  - Discussion regarding strategies to share existing conditions information with the project team
  - Discussion regarding the extent and timing of field truthing the secondary source data from agencies/organizations
  - Inquiries with respect to managing future development
  - Questions regarding route generation
  - Requests to provide input on interchange locations
  - Concern regarding the length of the study
  - Requests for copies of the draft Guideline for Planning and Design of the GTA West Corridor through the Greenbelt
  - Questions regarding bike lanes or a cycling network





## STAGE 2 PLANNING PROCESS

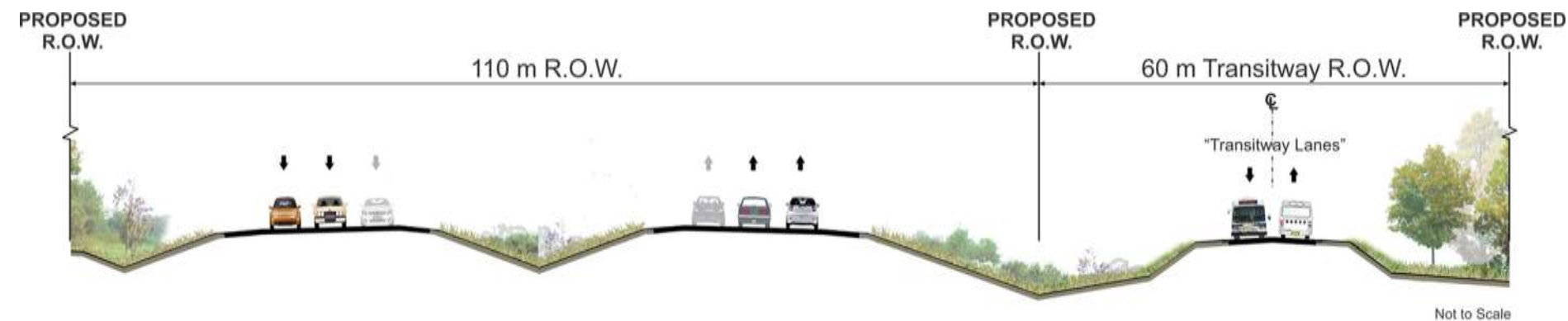
- The planning process has two parallel, connected streams:
  - The Route Planning Alternatives Stream determines the preferred route for the new highway and transitway
  - The Crossing Road Alternatives Stream determines which crossing roads will have interchanges, flyovers, or closures
- The two streams will be combined to create a complete transportation corridor





## THE NEW CORRIDOR

- The new corridor is anticipated to be a 4- to 6-lane controlled-access highway with a separate adjacent transitway
  - **Transitway stations will be located at key interchanges and connection points**



Note: the project team is currently updating the transportation systems forecasting to confirm the number of lanes required





## POTENTIAL INTERCHANGES AND CROSSING ROAD TREATMENTS

- Interchanges will be required at existing/planned freeways (e.g. Highway 401, 410, 427, and 400) and at some arterial crossing roads
- Initially all existing/planned crossing roads and provincial freeways were considered as potential interchange locations
- The potential interchange locations were then screened based on the following principles:
  - Minimize impacts to significant natural features, functions, systems and communities
  - Minimize impacts to existing and planned (approved under Official Plans) population and employment areas
  - Efficient and direct and address the transportation problems and opportunities
- Crossing roads not identified for interchanges will be either overpasses, underpasses, or truncated at the corridor, based on transportation benefits and impacts to natural, socio-economic (land use) and cultural features

Common interchange types:



Parclo Clover A-4



Parclo Clover A-2



Diamond



Parclo Clover B-2



## GOODS MOVEMENT PRIORITY FEATURES

- Stage 1 identified the need for improved goods movement (connections and reliability)
- The following goods movement priority features are being considered:
  - **Truck only lanes**
  - **Combined truck/transit lanes**
  - **Truck use of potential HOV lanes during off-peak hours**
  - **Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information**
  - **Longer speed change lanes**
  - **Enhanced design to accommodate Long Combination Vehicles**
  - **Truck only interchange ramps, where warranted by truck volumes**
  - **Truck parking facilities**
  - **Enforcement features (weigh and inspection stations), including automated weigh stations**



*Truck Only Lane – I-15 California*



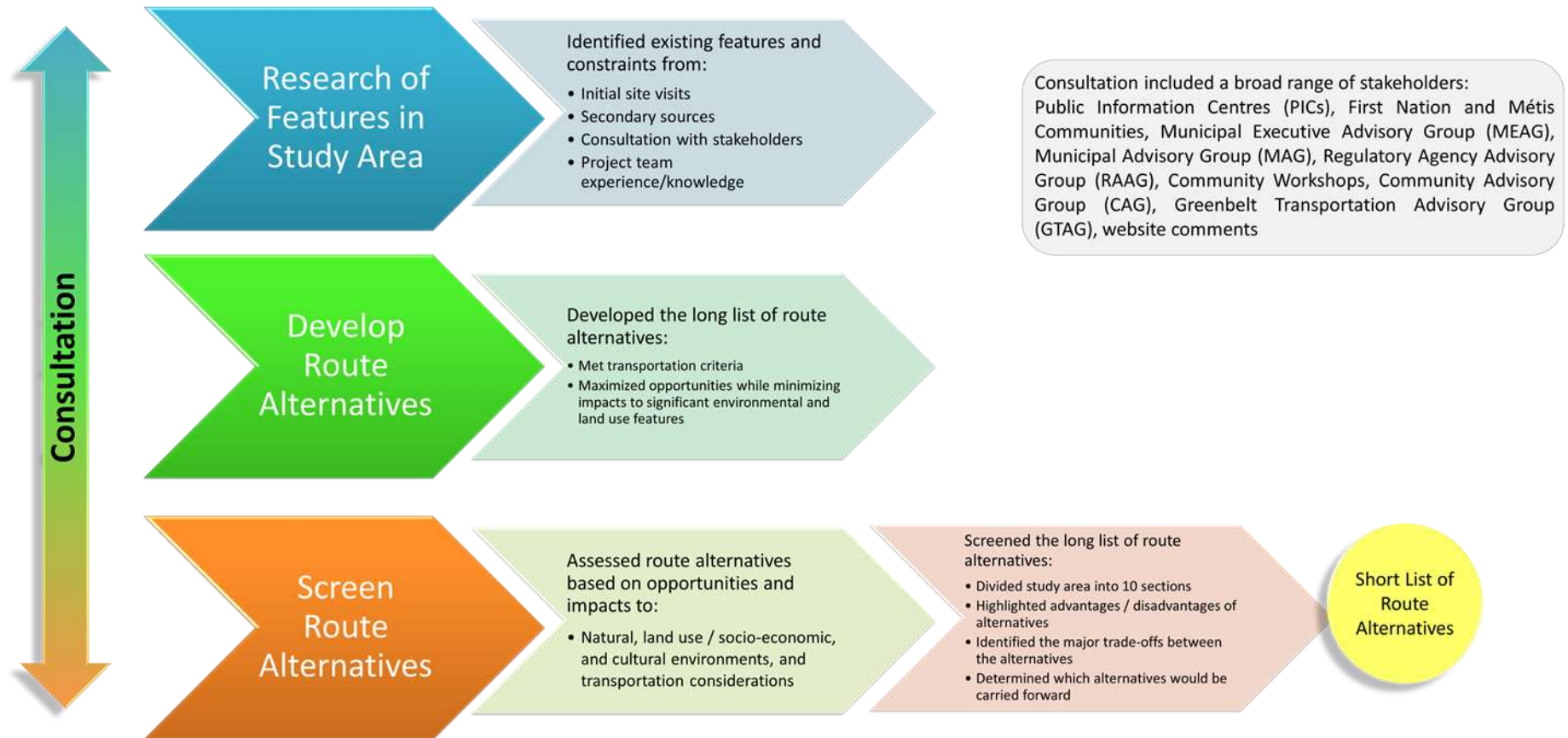
*Long Combination Vehicle*



*Truck Parking Facilities*



# ROUTE ALTERNATIVES DEVELOPMENT PROCESS





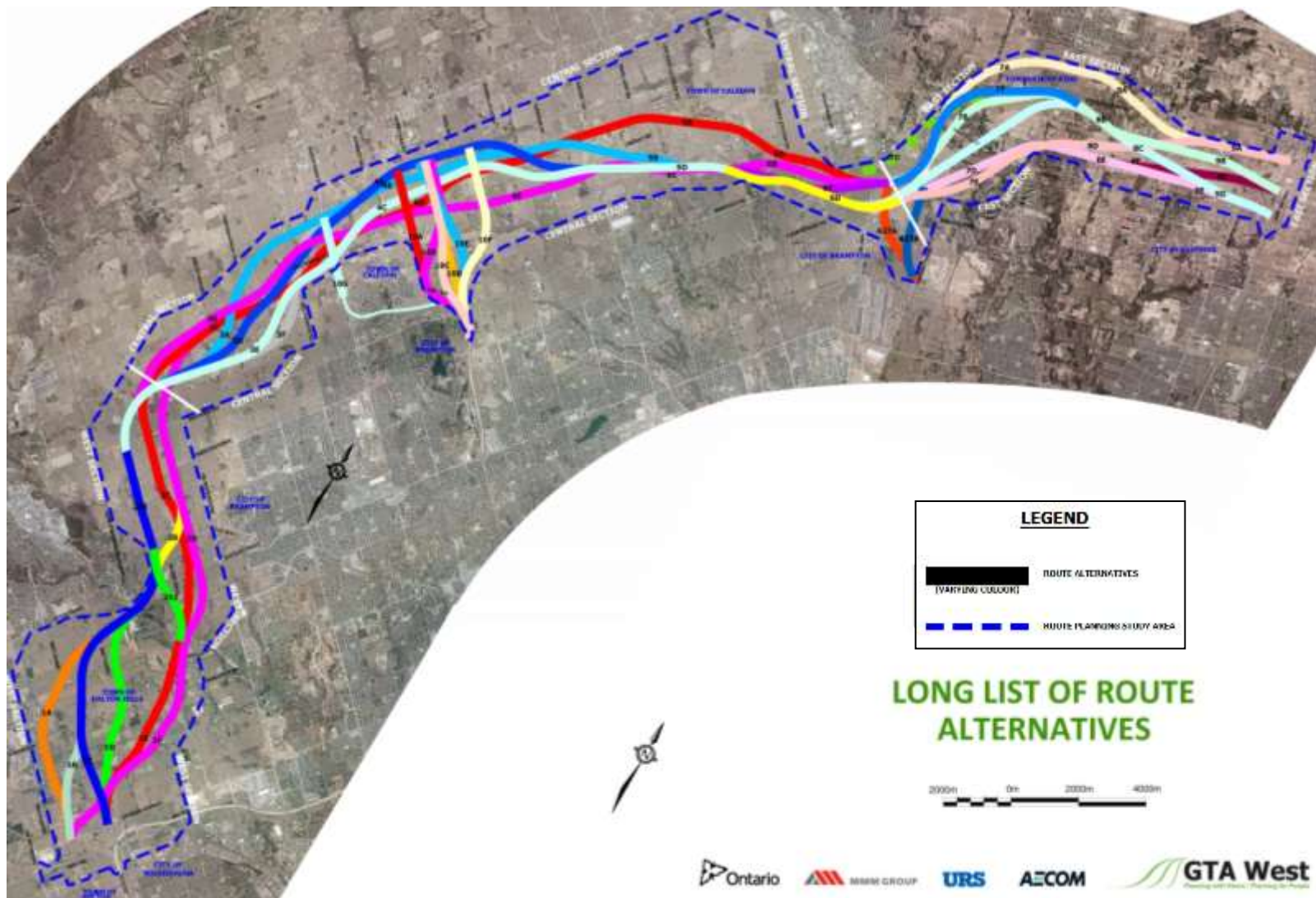


# SCREENING CRITERIA – LONG LIST OF ROUTE ALTERNATIVES

FACTOR	CRITERIA
<b>NATURAL ENVIRONMENT</b>	
Fisheries & Aquatic Ecosystems	<ul style="list-style-type: none"> <li>Number of sensitive watercourse crossings (watercourses with Species at Risk, coldwater crossings, critical/specialized habitat)</li> <li>Siting considerations (meandering crossing, complex valley crossing)</li> </ul>
Terrestrial Ecosystems	<ul style="list-style-type: none"> <li>Area of wetlands impacted (provincially and locally significant, non-significant)</li> </ul>
Woodlands / Vegetation	<ul style="list-style-type: none"> <li>Area of woodlands impacted (significant woodlands, intact habitat blocks, wildlife habitat)</li> </ul>
Designated / Special / Natural Areas	<ul style="list-style-type: none"> <li>Numbers of areas impacted (Greenbelt, Environmentally Sensitive Areas, Areas of Natural &amp; Scientific Interest)</li> </ul>
<b>TRANSPORTATION</b>	
Network Compatibility	<ul style="list-style-type: none"> <li>Compatibility with municipal/regional existing/planned key transportation corridors and potential interchange locations</li> <li>Compatibility and proximity to municipal/regional existing/planned transit initiatives</li> </ul>
Constructability	<ul style="list-style-type: none"> <li>Route length</li> <li>Number/length of bridges</li> <li>Crossing of/proximity to utilities</li> </ul>
Compliance with Design Criteria	<ul style="list-style-type: none"> <li>Ability of route to meet the geometric design standards</li> </ul>

FACTOR	CRITERIA
<b>LAND USE / SOCIO-ECONOMIC ENVIRONMENT</b>	
Land Use Planning Policies, Goals, & Objectives	<ul style="list-style-type: none"> <li>Compatibility with municipal land use planning policies, goals, &amp; objectives</li> </ul>
Land Use – Community	<ul style="list-style-type: none"> <li>Number of residential properties impacted</li> <li>Number of commercial/industrial properties impacted</li> <li>Number of tourist areas &amp; attractions impacted</li> <li>Number of community facilities/institutions impacted</li> <li>Number of municipal infrastructure and public service facilities impacted</li> </ul>
Noise Sensitive Areas (NSAs)	<ul style="list-style-type: none"> <li>Number of existing and future planned residences within 600 m of route alternatives</li> </ul>
Land Use – Resources	<ul style="list-style-type: none"> <li>Area of Class 1-3 soils impacted</li> <li>Number of Future Prime Agricultural Areas Impacted</li> <li>Number of existing and future aggregate resource areas impacted</li> </ul>
<b>CULTURAL ENVIRONMENT</b>	
Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none"> <li>Number of built heritage properties impacted</li> <li>Number of cemeteries impacted</li> <li>Number of First Nation burial sites impacted</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>Number of known archaeological sites impacted</li> </ul>

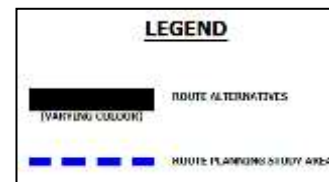






# SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – WEST SECTION

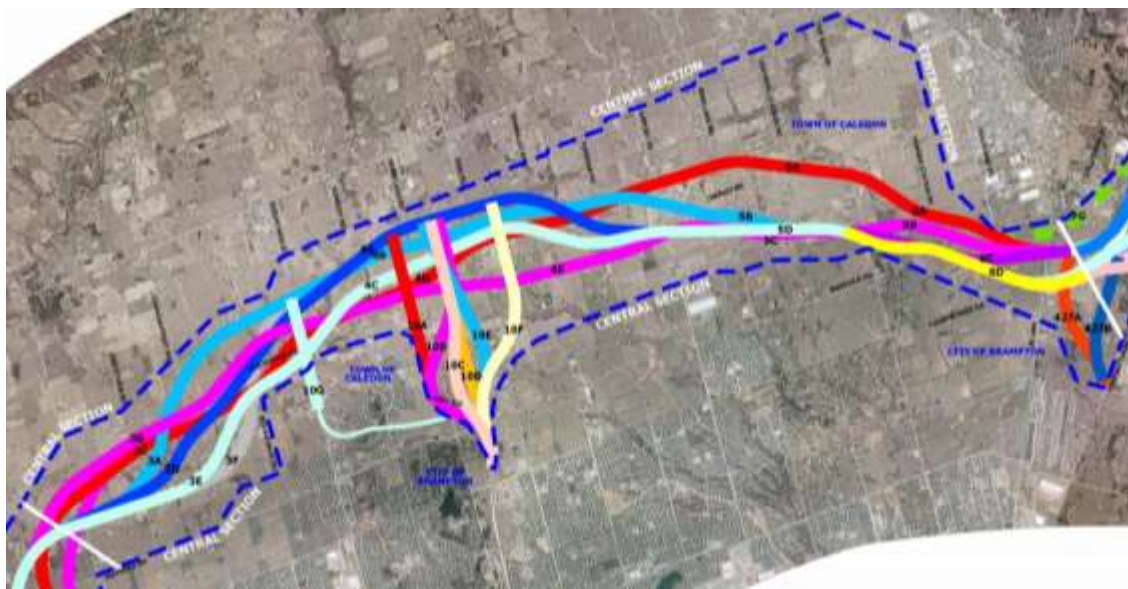
- Key reasons alternatives were screened out:
  - Large impacts to Species at Risk habitat
  - Complex crossings of Sixteen Mile Creek
  - Large impacts to Class 1-3 soils
  - Large impacts to commercial/industrial features
  - Large impacts to existing and future noise sensitive areas
  - Impacts cemeteries
  - Impacts to significant built heritage resources/cultural heritage landscapes
  - Multiple pipeline crossings







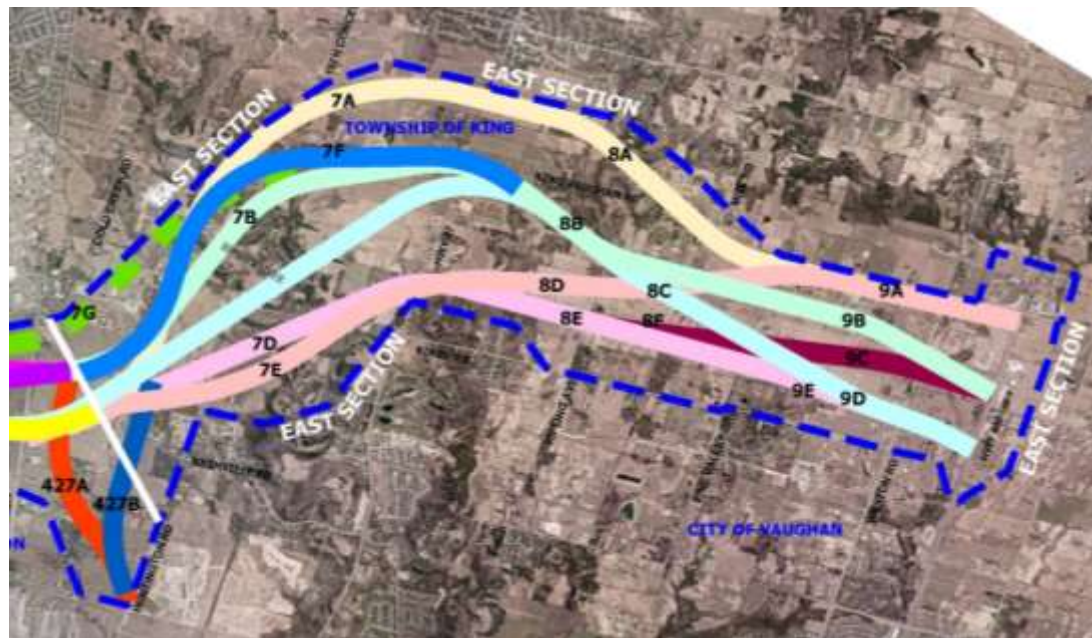
# SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – CENTRAL SECTION



- Key reasons alternatives were screened out:
  - Large impacts to Species at Risk habitat
  - Significant environmental impacts
  - Large impacts to Class 1-3 soils
  - Excessive fragmentation of agricultural properties
  - Large impacts to commercial/industrial properties
  - Large impacts to residential properties
  - Large impacts to existing and future noise sensitive areas (in Mayfield West)
  - Impacts to Brentwood Academy, Banty's Roost Golf and County Club, Brampton Fairgrounds, Mayfield United Church
  - Impacts to significant built heritage resources/cultural heritage landscapes
  - Very constrained (does not allow for design modification in future planning stages)
  - Inability to provide an interchange at Highway 427
  - Impacts to other roads
  - Impacts to a Hydro One facility

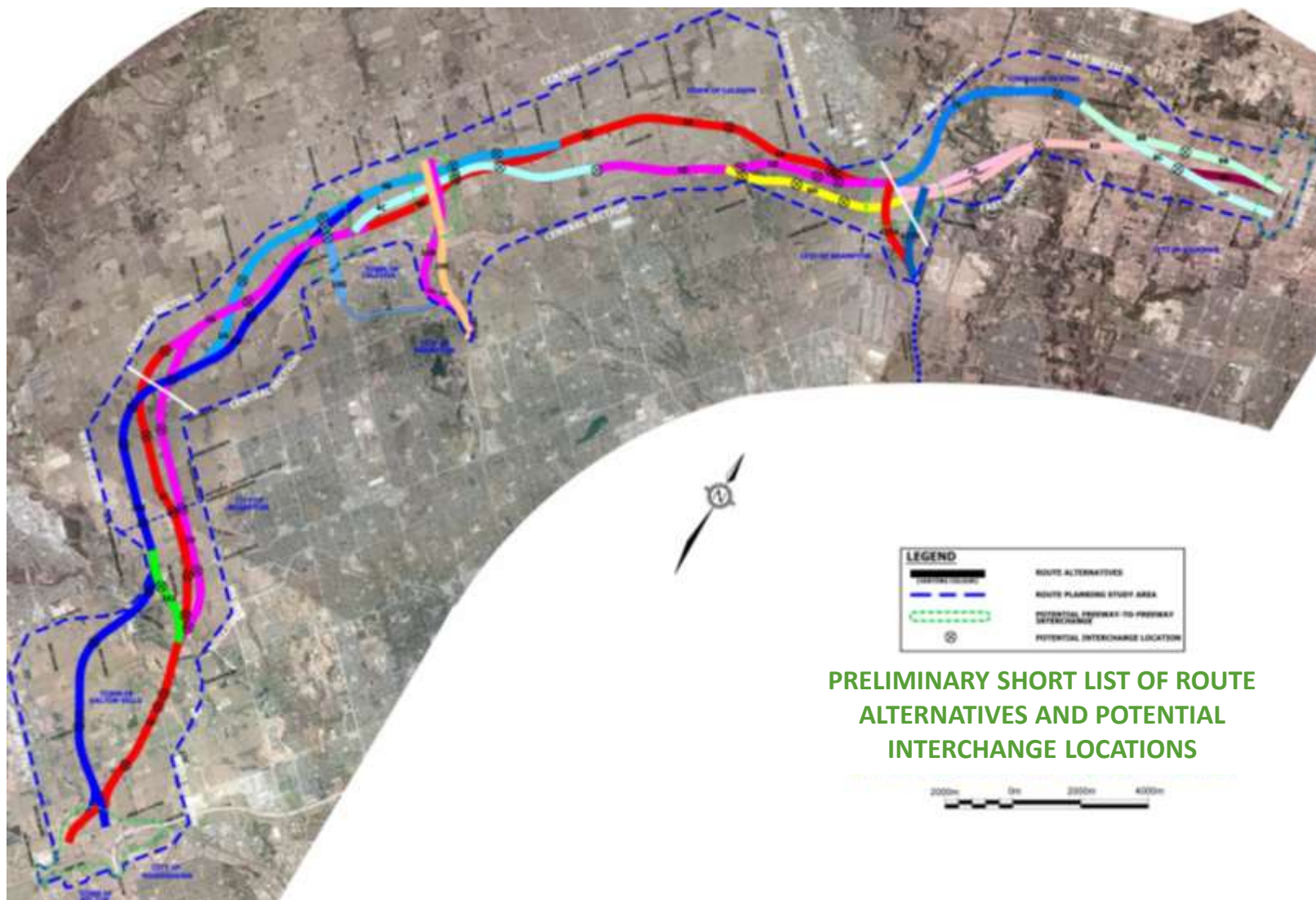


# SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – EAST SECTION



- Key reasons alternatives were screened out:
  - Large impacts to Species at Risk habitat and a heronry
  - Significant environmental impacts
  - Large impacts to Class 1-3 soils
  - Large impacts to residential properties
  - Large impacts to commercial/industrial properties
  - Impacts to Burlington Outdoor Recreation Facility
  - Impacts to significant built heritage resources/cultural heritage landscapes
  - Large impacts to existing noise sensitive areas
  - Impacts to hydro lines and a Hydro One substation
  - Impacts to future land use
  - Inability to provide a connection between the GTA West transportation corridor and King-Vaughan Road





### PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND POTENTIAL INTERCHANGE LOCATIONS



## FOCUSED ANALYSIS AREA

### Orange Area

The **Focused Analysis Area (FAA)** is a zone surrounding the short list of route alternatives, within which the project team may refine route alternatives as more fieldwork is completed and alternatives are further developed

### Green Area

MTO will continue to review development applications, but it is generally anticipated that development processes may proceed for these lands

- We will be seeking comment on the FAA at PIC #1, and will confirm the limits subsequent to PIC #1
- Steps to narrow the FAA will be undertaken for PIC #2 (presenting the preferred route) and for PIC #3 (presenting the preliminary design of the preferred route)





## P.O.W.E.R. EXERCISE

**P** – Positives

**O** – Objections

**W** – What Else Do You Want To Share?

**E** – Enhancements

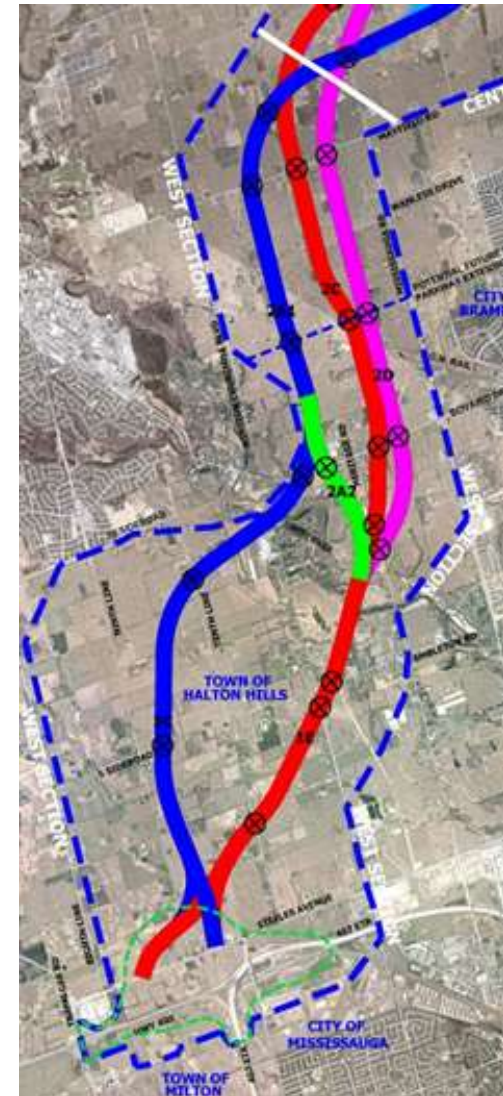
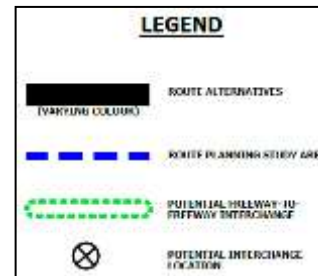
**R** – Remedies





# P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – WEST SECTION

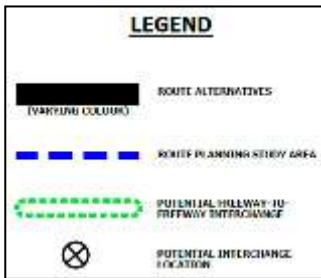
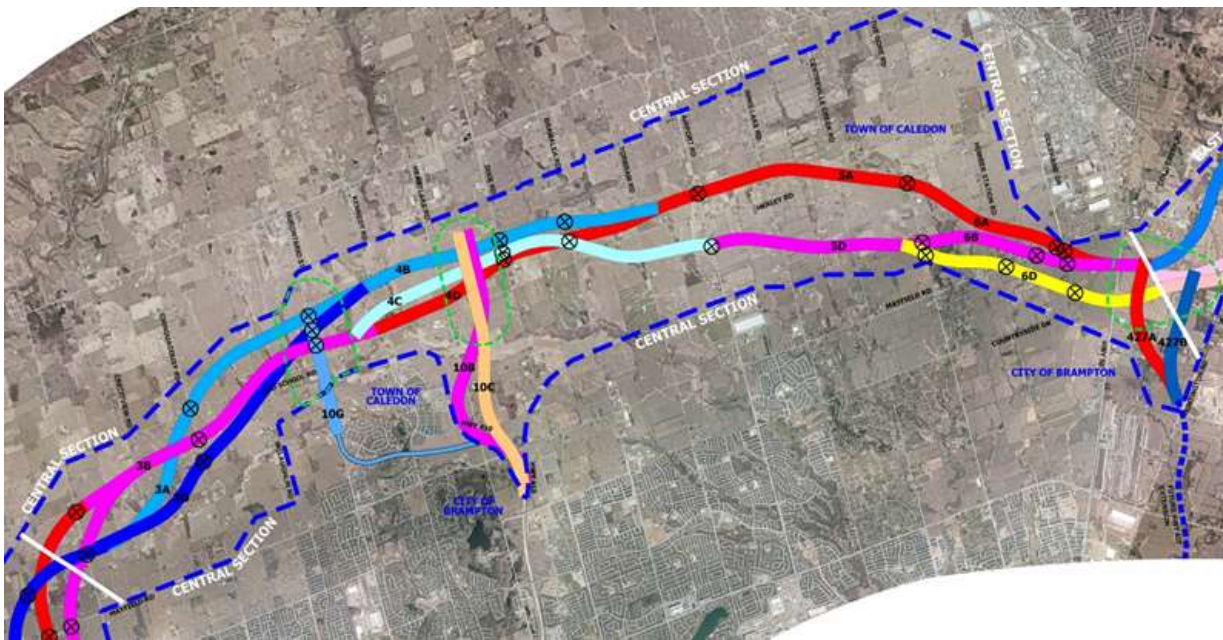
- P** – Positives
- O** – Objections
- W** – What Else Do You Want To Share?
- E** – Enhancements
- R** – Remedies







# P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – CENTRAL SECTION

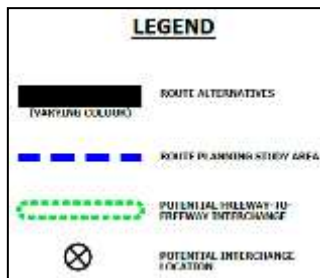


- P – Positives
- O – Objections
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# P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – EAST SECTION

- P** – Positives
- O** – Objections
- W** – What Else Do You Want To Share?
- E** – Enhancements
- R** – Remedies





## UPCOMING PUBLIC INFORMATION CENTRE

- Are there “hot spots” or “hot topics” you foresee?
- What strategies/responses can we provide to address the “hot spots” or “hot topics”?





## NEXT STEPS

- Refine the screening of the long list and the identification of the short list of route alternatives
- Hold Public Information Centre #1 (PIC #1)
  - Review and respond to comments received about the information presented at PIC #1 and incorporate input into the study as required
- Evaluate the short list of route alternatives
  - Community Workshop #2 (Spring 2015)
  - Meetings with Advisory Groups (Fall/Winter 2015)
  - Present the preferred route at PIC #2 (Fall/Winter 2015)





# ~ Open Forum ~



# ~ Closing Remarks ~