

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

Community Value Plan (CVP) Meeting #2
November 3, 2020



Agenda



Welcome and introductions.



Purpose, roles and responsibilities of CVP Team.



Overview of GTA West Study and recent project updates.



Overview of design option palettes.



Breakout sessions.



Open forum, next steps and meeting close.



HOUSEKEEPING

- You can control the features you see (muting, video, speaker view or full screen view, etc.).
- Attendees will be muted until the discussion periods or breakout groups.
 - **Press the 'Raise Hand' button if you wish to speak and we will prompt you when it's your turn to participate.**
 - **Be sure to enable your device's audio function (and to unmute when speaking).**
- If you have any technological issues, please type your issue in the chat box.
- The CVP Meeting is being recorded.



GETTING AND GIVING THE MOST

- It's OUR meeting...participate enthusiastically.
- Focus on the future.
- Terminology expertise is secondary.
- There is such a thing as a bad idea!
- Build, don't duplicate.
- Respect (for each other and the process).
- Voices without titles.
- Consensus on no consensus.
- Informal style, structured approach.
- No dissertations (rather, 'rap and roll').





WHAT IS A COMMUNITY VALUE PLAN (CVP)?

- A tool to incorporate public input into the design of the transportation corridor.
 - **Collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility.**
- The CVP will recommend design elements that reflect the social, cultural, historical and environmental interests of your community, such as:
 - **Noise attenuation.**
 - **Aesthetics.**
 - **Landscaping.**
 - **Trails and wildlife crossings.**
 - **Artistic elements at the gateways and bridges.**
 - **Commemoration of heritage and archaeological sites.**
 - **And others!**



ABOUT THE CVP TEAM

- The CVP Team comprises of volunteer members of the public who have an active interest in the project.
- The CVP Team will:
 - **Act as a sounding board – it is a forum for discussing options and sharing ideas.**
 - **Provide public input into how to enhance the context sensitive design of the multimodal transportation corridor.**
 - **Provide a sense of broader community reactions and concerns, and how these might be addressed.**



PURPOSE, ROLES AND RESPONSIBILITIES

- **The CVP is focused on how best to implement the proposed transportation corridor – not on where the facility should be located or whether it should be built.**
- Members should try to attend all meetings to ensure consistency in discussions.
 - **Two (2) workshops (Fall 2020, Spring 2021).**
 - **The final CVP will be presented at Public Information Centre #3 (Fall/Winter 2021).**
- One seat, one person approach (can appoint an alternate).
- Members must be prepared to accept differences of opinions within the Team.
- Help the CVP Team operate effectively by offering suggestions to issues.
- No designated public spokesperson.
- Declare a conflict of interest in a matter under consideration.



CVP Schedule

CVP Meeting #1
(Part of Public Information Centre #2 - Fall 2019)

- Sought information regarding cultural, social, historical and environmental features of the study area.
- Sought membership for the CVP Team.

CVP Meeting #2
(Fall 2020)

WE ARE HERE

- Start developing the CVP Toolkit by:
- Providing examples of design elements for the themes identified at CVP Meeting #1.
- Seeking input on valued community features and other design elements for consideration.

CVP Meeting #3
(Spring 2021)

- Present the Draft CVP including roll plans and design elements that illustrate the application of the CVP Toolkit along the multimodal transportation corridor, for discussion.

CVP Meeting #4
(Part of Public Information Centre #3 - Fall/Winter 2021)

- Present the Final CVP including roll plans and design elements.



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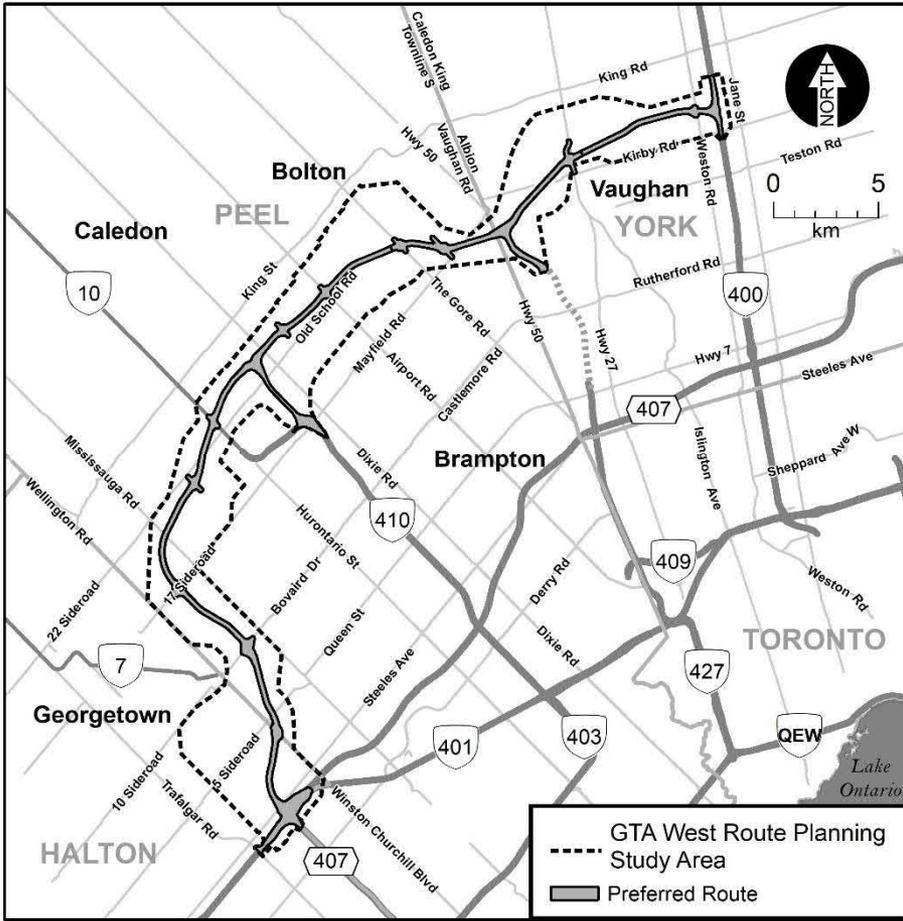
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Overview of the GTA West Study



STUDY OVERVIEW



Stage 2:

GTA West Study focuses on a new multimodal transportation corridor:

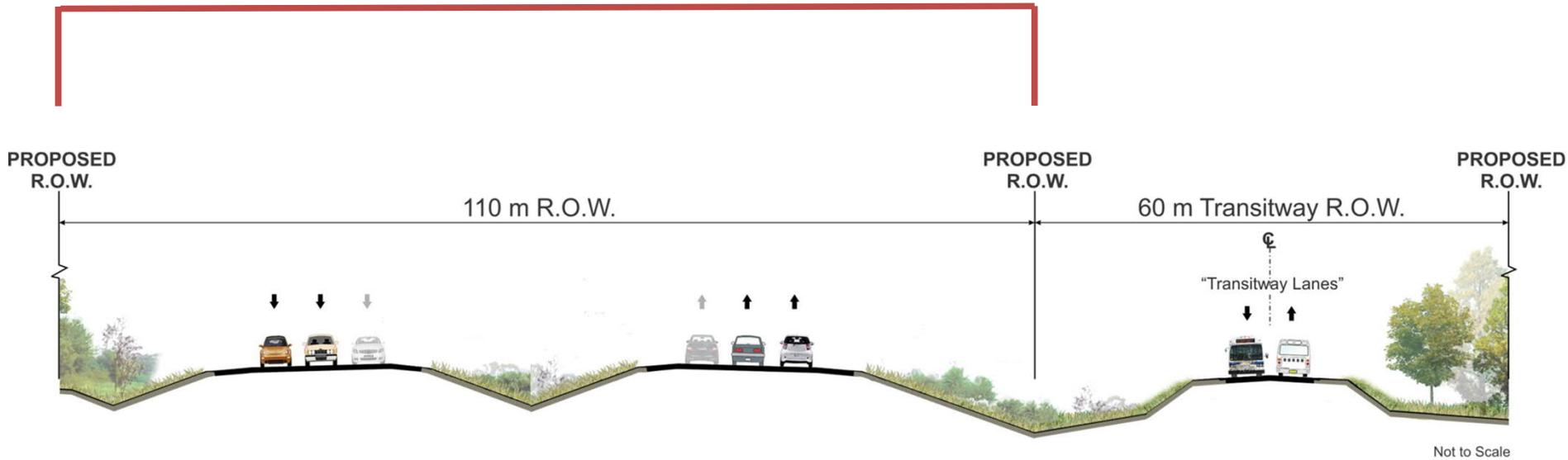
- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west.
- Includes a 400-series highway, transitway, and potential goods movement priority features.



NEW MULTIMODAL CORRIDOR - HIGHWAY

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway.
- The total proposed right-of-way will be 170m, of which the highway will be 110m.

Highway



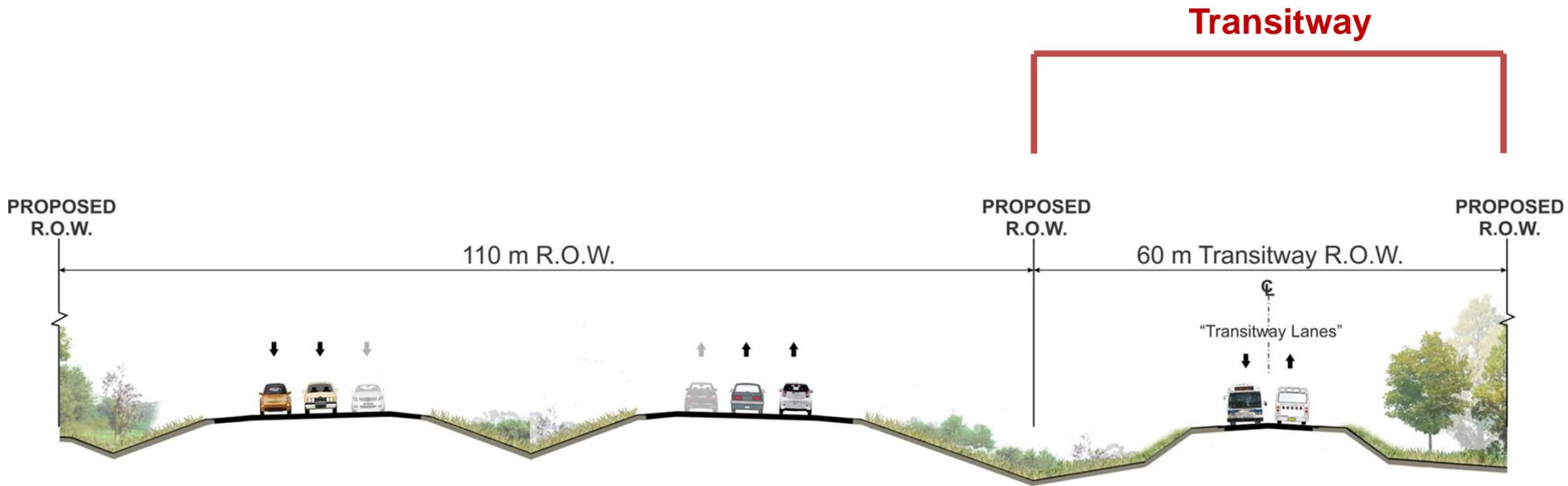


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NEW MULTIMODAL CORRIDOR - TRANSITWAY

- The total proposed right-of-way will be 170m, of which the transitway will be 60m..
- The GTA West transitway will run parallel to the GTA West highway and will:
 - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
 - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 427, Highway 410, and Highway 400.



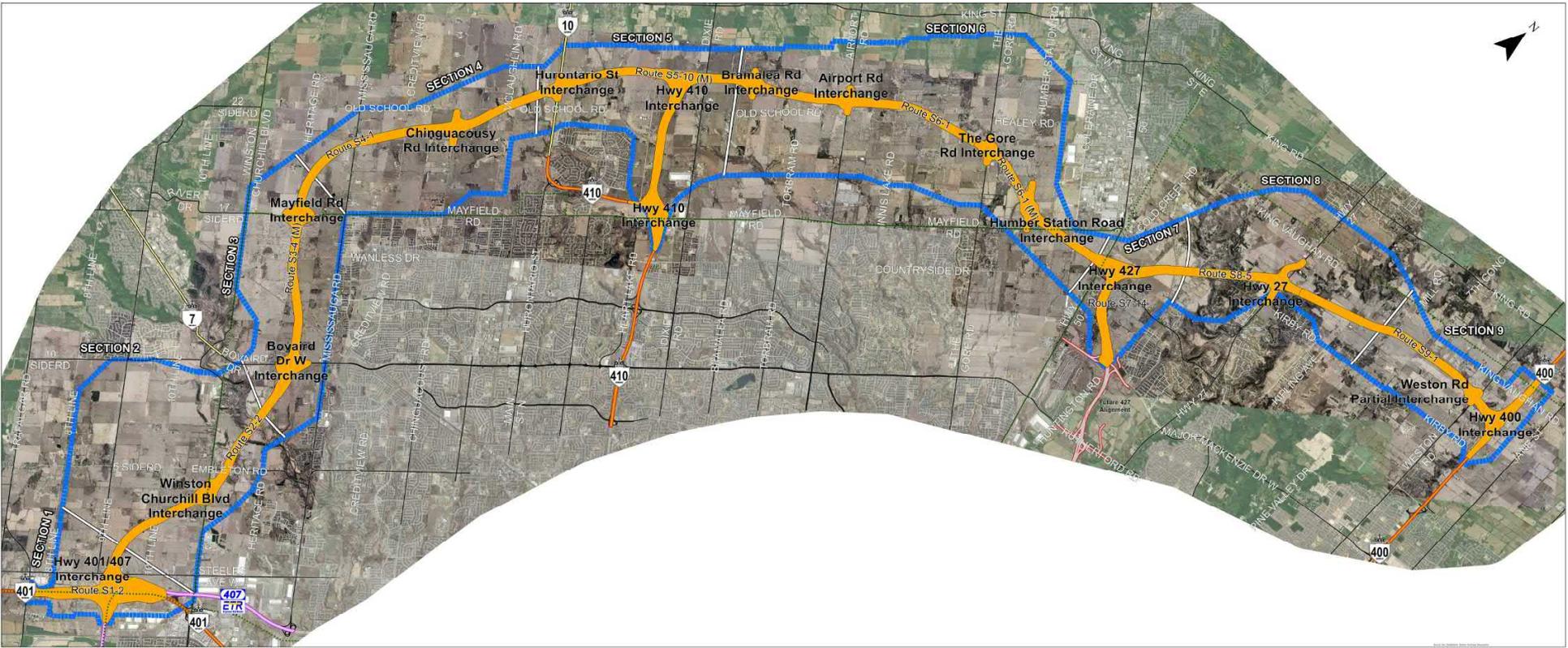
Not to Scale



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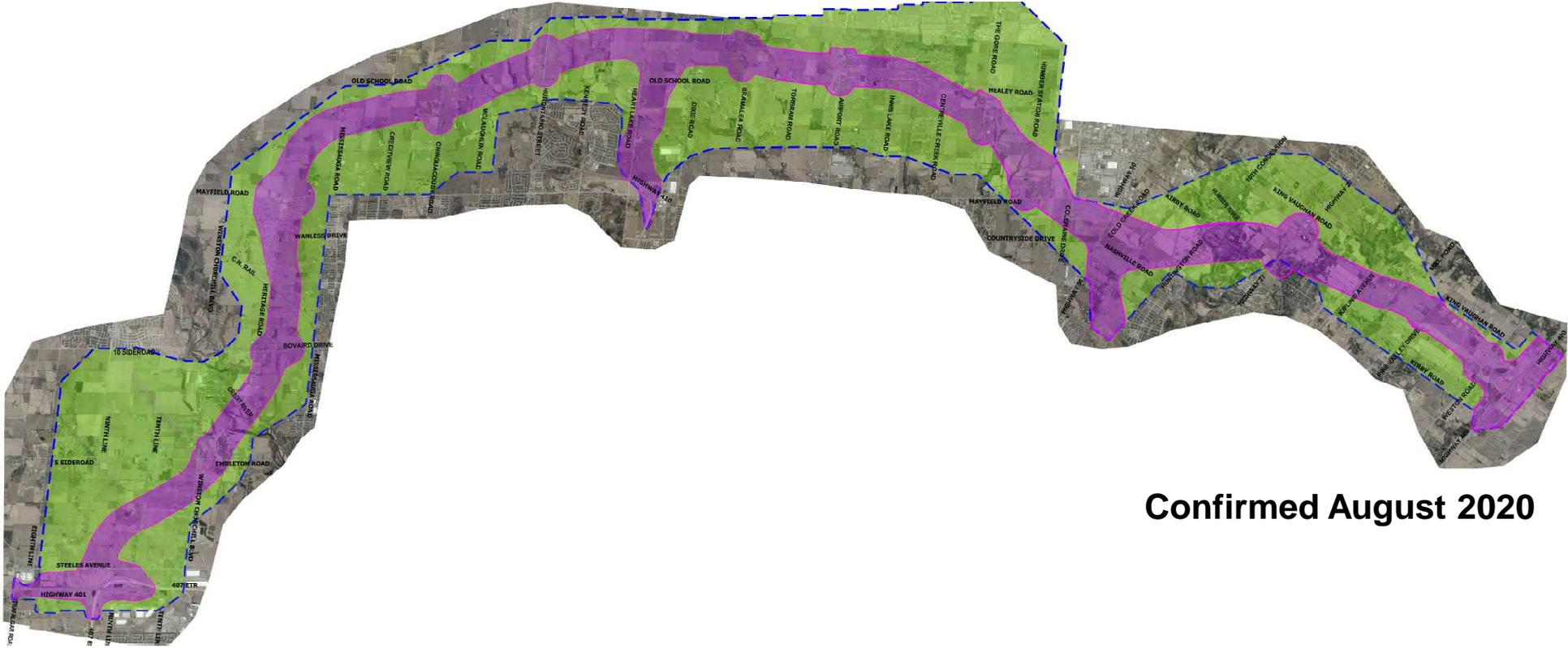
PREFERRED ROUTE



Confirmed August 2020



2020 FOCUSED ANALYSIS AREA



Confirmed August 2020

- **Purple Area** is the 2020 Focused Analysis Area. Properties could be directly impacted by the multimodal transportation corridor, ancillary uses, or if refinements are made to the route during preliminary design.
- MTO has reduced interest in properties in the **Green Areas**.



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Design Option Palettes



NOISE

- MTO follows the MTO Environmental Guide for Noise (Guide) developed in partnership with the Ministry of the Environment, Conservation and Parks (MECP), for investigating and mitigating noise impacts along provincial highways.
- Highway improvements (widening or new freeway) that increase noise levels at Noise Sensitive Areas (NSAs) by more than 5 decibels above the ambient (existing) noise level or exceed 65 dBA require mitigation where feasible.
- For NSAs that experience an increase in the level of noise, as noted above, due to a highway widening or new freeway/highway, the Guide requires MTO to:
 - Investigate possible noise control measures on the right-of-way;
 - Mitigate to existing ambient noise levels as administratively, economically and technically feasible; and
 - Achieve a minimum reduction of five decibels averaged over the first-row receivers. A change in noise level less than three decibels cannot be perceived.



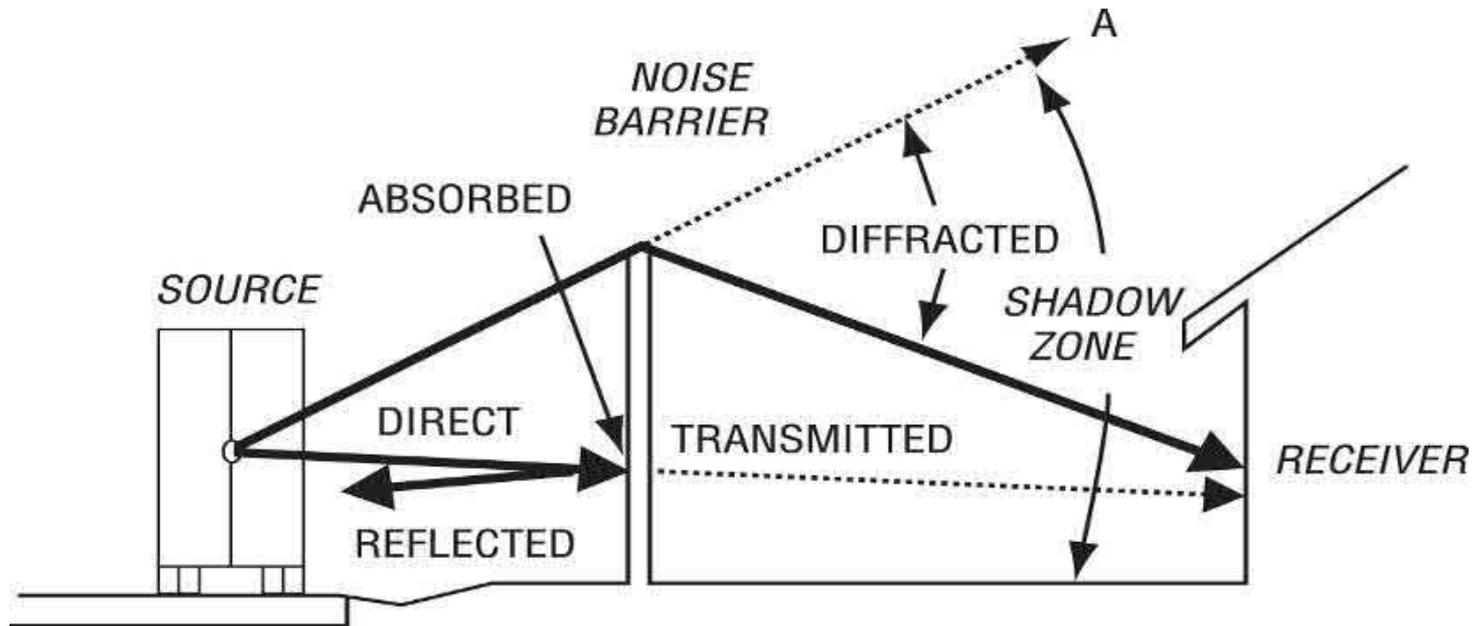
NOISE

- The Guide identifies a typical NSA as the following land uses, with an Outdoor Living Area (OLA) associated with them:
 - Private homes such as single-family residences (owned or rental)
 - Townhouses (owned or rental)
 - Multiple unit buildings, such as apartments with OLA's for use by all occupants
 - Hospitals, nursing homes for the aged, where there are OLA's for the patients
- Where a new freeway/highway corridor or route is planned the following land uses would qualify as NSAs in addition to the land uses noted above:
 - Educational facilities and day care centres where there are OLA's for students
 - Campgrounds that provide overnight accommodation
 - Hotels/motels where there are OLA's (i.e. swimming pool area, etc.) for visitors



NOISE

- Effect of noise barrier:



NOISE

- Examples of highway noise barriers:



Berm



Noise Wall



NOISE

- Examples of highway noise barriers:



Crash-tested noise barrier suitable for a bridge structure, and a traditional concrete barrier



AESTHETICS – CULTURAL PLANTING



Special Interest Places



Interchanges/Destinations



Median Enhancements



Roadside Edge Enhancements



AESTHETICS – NATURAL PLANTING



Understory Extends



Highway through a Forest



Preservation at Interchange Loops



Minimal Edge Cut



Native Grass (No Mow) Medians





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AESTHETICS – CONNECTION



Wildlife Overpass



Pedestrian



Continuity of Environment



Wildlife Underpass



Wildlife Underpass



Pedestrian



Local Traffic & Amenity



AESTHETICS – DRAINAGE



Slower Median Run-Off



Enhanced SWM Ponds



Enhanced / Biodiverse Drainage Zones



AESTHETICS – LANDFORM



Earth Berm Buffers

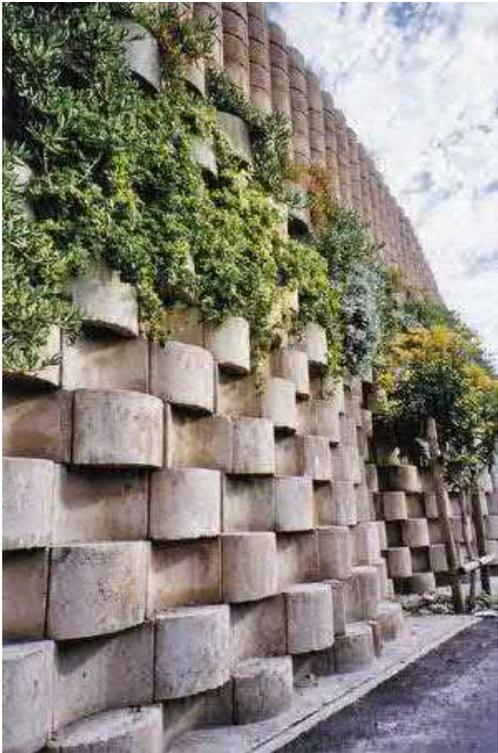




AESTHETICS – RETAINING WALLS



Stepped for Scale



Local Motifs



Green Walls



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AESTHETICS – ARTISTIC ELEMENTS AT GATEWAYS AND BRIDGES





AESTHETICS – ARTISTIC ELEMENTS AT GATEWAYS AND BRIDGES





GREENBELT AND NATURAL ENVIRONMENT

- Design options include footprint reduction and avoidance of sensitive features:



Reduced Road Width



Reduced Median



Curb and Gutter



Retaining Walls



Causeway or Bridge



GREENBELT AND NATURAL ENVIRONMENT

- Design options include:



Attenuation through Planting Design



Forest Edge Management and Restoration



Wildlife Measures



Naturalized Stormwater Management



GREENBELT AND NATURAL ENVIRONMENT

- Design options include innovation and signature bridges, including wildlife crossings:



Wildlife Bridge, Banff N.P.



Wildlife Crossing, Hwy 69 (near Killarney, Ontario)



CONNECTIVITY

- Design options include:



Transit Connections



Trails and Pathway Connections



Wayfinding and Signage



Supporting Infrastructure

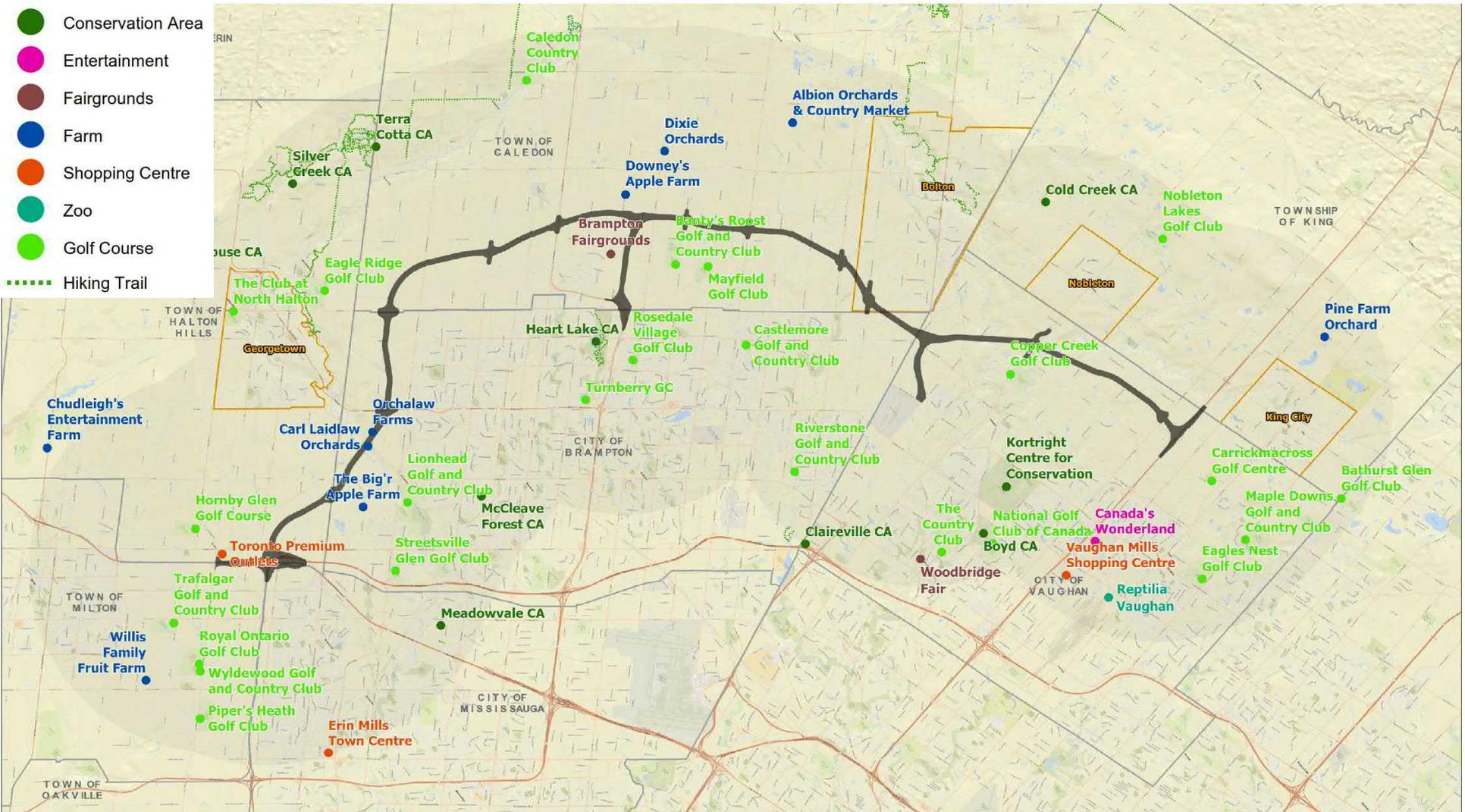


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AGRICULTURE, TOURISM, LOCAL ECONOMY

- Conservation Area
- Entertainment
- Fairgrounds
- Farm
- Shopping Centre
- Zoo
- Golf Course
- ⋯ Hiking Trail





AGRICULTURE, TOURISM, LOCAL ECONOMY

- In general, the GTA West corridor will establish an integrated transportation network for quicker access to local, regional and national markets.
- Examples of enhancements:
 - **Wide shoulders.**
 - **Offset or wide set signage and light standards.**
 - **Line of sight enhancements (e.g. flatter profile of crossing roads to improve sight distances).**
 - **Use of appropriate and directed lighting (some light sources like high pressure sodium lights interfere with soybean production).**



Oversized Agricultural Vehicle



Soybean Crop



AGRICULTURE, TOURISM, LOCAL ECONOMY

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- Tourism Oriented Directional Signage:
 - **Agritourism (farm markets, pick-your-own operations, corn mazes, small shops or stands selling baked or harvested items, and farm bed and breakfasts).**

- Windbreaks along highway corridor:
 - **Intercept dust and salt spray (salt tolerant species).**
 - **Protect topsoil from wind erosion and protect highway from drifting snow.**
 - **Provide shelter for honey bees and pollinating insects.**



Example of Tourism Oriented Directional Signage



Example of Windbreak

<https://www.ecofarmingdaily.com/build-soil/permaculture/windbreak-benefits-farm/>



ASPIRATIONS AND INITIAL THOUGHTS

1. What are your aspirations for the CVP exercise that we're working on together — what are some of the things you hope it will achieve/accomplish?
2. What do you most value in and around your communities — what are the notable natural, social and cultural features that you would like to see addressed through the CVP process?
3. From your perspective, if the CVP did nothing else, what are the one or two big things that it needs to do for it to be considered successful?

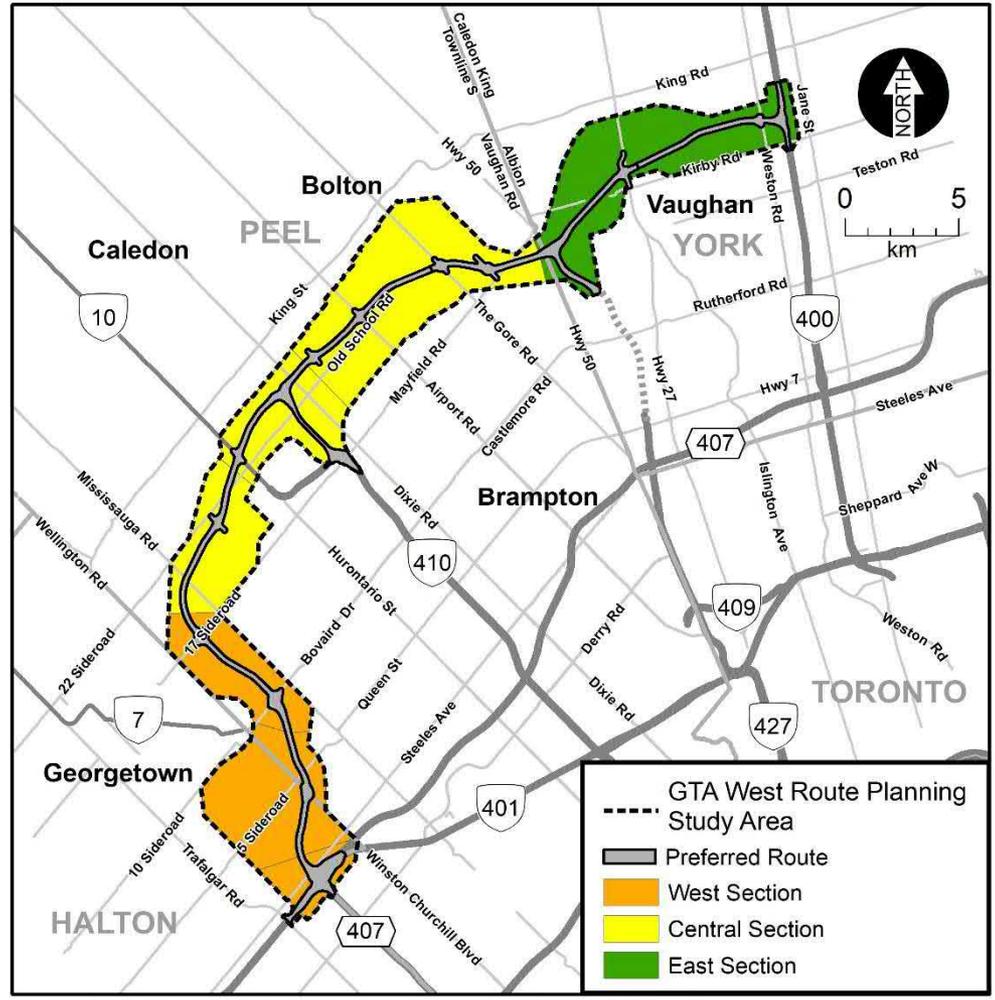


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Breakout Sessions





NEXT STEPS

Fall 2020 Onward	<p>Continue developing the preliminary design of the Preferred Route, which includes:</p> <ul style="list-style-type: none"> • Field investigations, where permission to enter is granted. • Consultation with property owners directly impacted by the Preferred Route.
Fall 2020 - Spring 2021	<p>Develop the Draft CVP for presentation at CVP Meeting #3 in Spring 2021.</p>
Summer 2021 – Fall 2021	<p>Meetings with Indigenous Communities, Advisory Groups and Regional Municipal Councils.</p>
Fall / Winter 2021	<p>Present the preliminary design of the Preferred Route at PIC #3 including the Final CVP.</p> <ul style="list-style-type: none"> • The Final CVP will be conceptual and further developed during the detail design phase of the project.

*** Schedule is subject to change**



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Open Forum



Meeting Close