

Community Value Plan Session #2 Summary Report

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

November 2020



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1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West multimodal transportation corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new multimodal transportation corridor within the Route Planning Study Area (refer to **Figure 1**). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The study continues to follow the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

The GTA West multimodal transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019)*, and will deliver multiple benefits including:

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

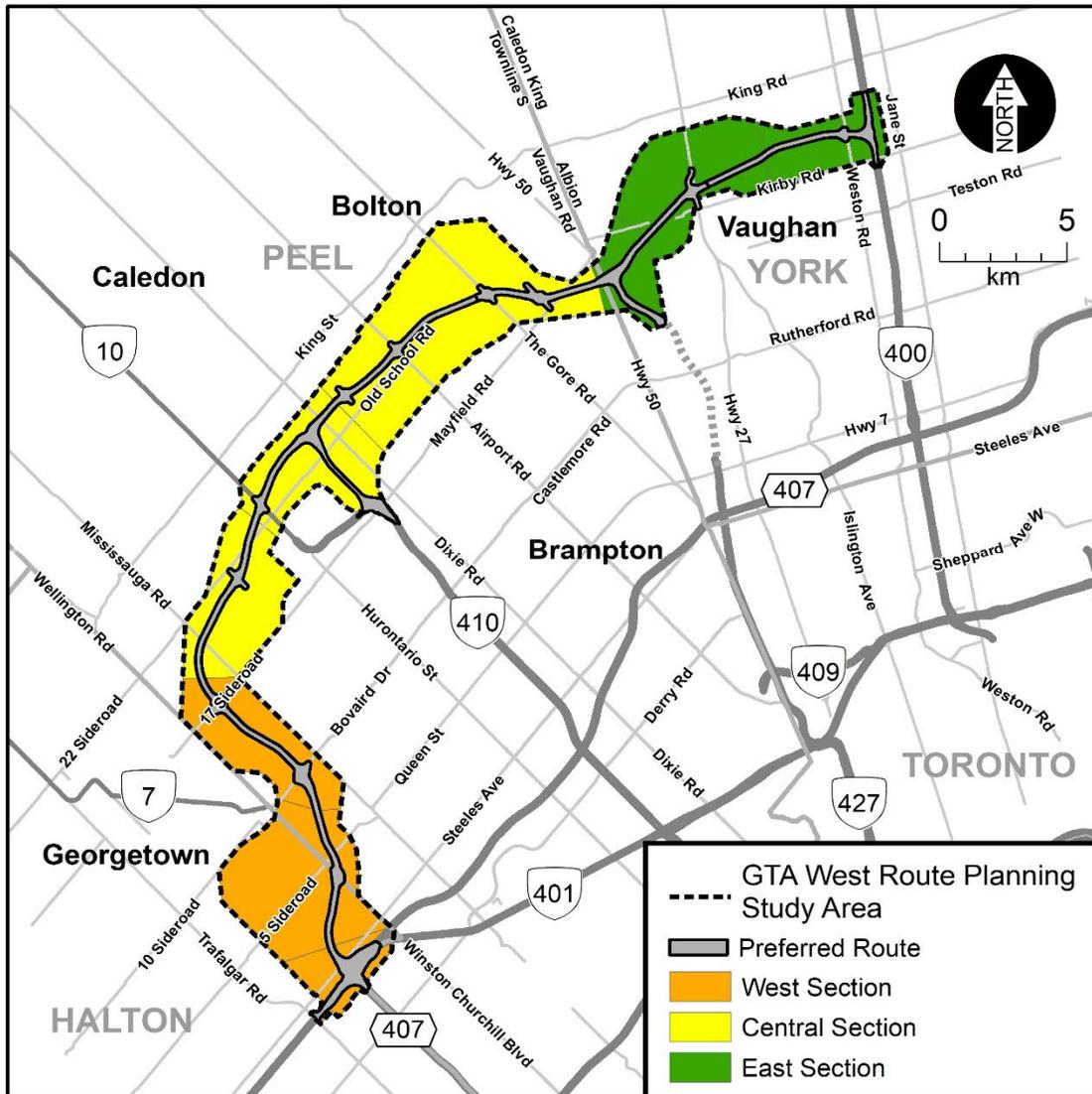
The GTA West Project Team worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and 2020 Focused Analysis Area on August 7, 2020. The GTA West Project Team is now developing the preliminary design of the Preferred Route. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new multimodal transportation corridor. The CVP process takes a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility.

The first CVP Session was held at Public Information Centre #2 (PIC #2) in Fall 2019. CVP Session #1 featured comment sheets and an interactive area where stakeholders could add sticky notes and comments directly onto a map of the Draft Technically Preferred Route corresponding to their cultural, social, historical and/or environmental features of interest. Stakeholders who expressed an interest in participating in the CVP process were encouraged to fill out an application form to join the CVP Team. A total of 33 CVP applications and 14 CVP comment sheets were submitted during this session.

The second CVP Session was held on Tuesday November 3, 2020 via the Zoom Platform from 6:00 p.m. to 8:30 p.m. and provided a venue for members of our CVP Team to recommend design elements that reflected the social, cultural, historical and environmental interests of their communities. This Summary Report focuses on the purpose of, attendance and input from CVP Session #2.

The third CVP Session is tentatively scheduled for Spring 2021 and will provide an overview of the Draft CVP (i.e. roll plans and design elements) for discussion and comment. The Final CVP will be presented to the public at the fourth CVP Session, which will be held at PIC #3, anticipated to be held in late 2021.

Figure 1: GTA West Route Planning Study Area and Geographical Area Sub-Groups from CVP Session #2



2. Purpose and Format of CVP Session #2

The purpose of CVP Session #2 was for CVP Team members to recommend design elements that reflect the social, cultural, historical and environmental interests of their communities. The session also provided opportunities for CVP Team members to speak and ask questions directly to GTA West Project Team members and technical specialists.

During the meeting, the roles and responsibilities of the CVP Team members were reviewed with the group. Following this review, technical specialists presented examples of design elements for the following themes, which were identified on the CVP comment sheets by members of the public at CVP Session #1:

- Noise;
- Aesthetics;
- Greenbelt and Natural Environment;
- Connectivity; and
- Agriculture, Tourism and Local Economy.

CVP Team members were then split into three breakout groups based on the west, central and east geographical areas of the Route Planning Study Area (refer to **Figure 1**). In the breakout rooms, members were given the opportunity to provide input on the elements they value most in their community and along the Preferred Route. CVP Session #2 focused on how best to implement the proposed new highway and transitway in the most context sensitive manner given the identified Preferred Route.

3. Notification of CVP Session #2

Following CVP Session #1, the GTA West Project Team reviewed the CVP applications and CVP comment sheets submitted during CVP Session #1. Based on the responses received, all applicants were accepted as CVP Team members.

On September 28, 2020, personalized invitations were distributed to the CVP Team members via email or mail (depending on the applicant's preference) inviting them to attend CVP Session #2. The Study website was updated on October 16, 2020 to include an open invitation for any members of the public to fill out a contact form and indicate their interest in joining the CVP Team and to attend CVP Session #2. Once received, personalized invitations were distributed to the CVP Team members that applied following CVP Session #1. Please refer to **Appendix A** for copies of the invitation templates.

4. Attendance and Input

The second CVP Session was held on Tuesday November 3, 2020 via the Zoom Platform from 6:00 p.m. to 8:30 p.m. A total of 19 CVP Team members accepted the CVP Session #2 invitation; however, only 15 of those members attended the session. In addition to the CVP Team members, 20 Project Team members and technical specialists also attended the session. **Table 1** lists the CVP Session #2 attendees.

Table 1: CVP Session #2 Attendees

Representative	Title
Lukasz Grobel	MTO, Project Team
Chris Barber	MTO, Project Team
Fahmi Choudhury	MTO, Project Team
Denise Morneau	WSP, Project Team
Sandy Nairn	WSP, Project Team
Christa Beard	WSP, Project Team
Andrew Shea	WSP, Project Team
Brent Gotts	WSP, Project Team
Jennifer Sisson	WSP, Project Team
Britta Patkowski	AECOM, Project Team
Christine Green	AECOM, Project Team
Cristina Papadatos	AECOM, Project Team
Tim Sorochinsky	AECOM, Project Team
Derek Weckers	AECOM, Project Team
Rick Bogaert	AECOM, Project Team

Representative	Title
Kathryn Ross	AECOM, Project Team
Jim Dymant	Municipal Planning Consultants Inc., Project Team
Slavi Grozev	RWDI, Project Team
Dave Hodgson	DBH Soil Services, Project Team
Glenn Pothier	GLPI, Independent Facilitator
CVP Team Members have been removed in accordance with the <i>Freedom of Information and Protection of Privacy Act</i>	

Attendees were split into three breakout groups based on their interest and/or location in the west, central and east geographical areas of the Route Planning Study Area (Refer to **Figure 1**). This allowed CVP Team members to provide input on the items they value most in their community and/or along the Preferred Route.

The following questions and themes were used as prompts for discussions within the breakout groups and in plenary:

- What are your aspirations for the CVP exercise and what do you most value in and around your communities?
- Recognizing that not everything may be feasible, what are your thoughts and ideas for ensuring that the proposed highway and transitway best fit into the physical setting and community fabric along the preferred route?
- How can we address noise and air quality issues?
- How can the corridor be aesthetically pleasing and respect or recognize the character and uniqueness of the area?
- How can we minimize impacts to the Greenbelt and natural environment?
- How can we maximize connectivity for drivers, cyclists and pedestrians?
- How can we recognize and protect any other notable natural, cultural and built heritage features?
- How can we respect and strengthen the agricultural sector, businesses in the area, tourism and the economy generally?

Please refer to **Appendix B** for a copy of the presentation slides. A full summary of the verbal comments submitted to the Project Team regarding the material presented at PIC #2 is available in **Appendix C**. Comments generally included the following:

- Looking for treatments that are different than what's been done before.
- Connectivity:
 - Active transportation (paved multiuse path, connection on underpasses/overpasses, connections to bus route/trails/municipal networks); and
 - Roundabouts at interchange ramp terminals.
- Noise:
 - Berms or aesthetically pleasing noise walls with graffiti prevention.
- Greenbelt and Natural Environment:
 - Wildlife overpasses and underpasses; and
 - Stormwater management plans with artistic landscaping, monitoring and maintenance plans.
- Aesthetics:
 - Artistic elements at bridges and special interest places along the corridor; and
 - Landscape plan that prevents invasive species, includes native species, and prevents erosion.
- Agriculture, Tourism and Local Economy:
 - An alignment that doesn't create unusable portions of land;
 - Tourism oriented directional signage; and
 - Protection of built heritage features (e.g. local churches).

5. How Will the Input Be Used?

Meaningful consultation with stakeholders plays an important role in supporting the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts, as well as providing a medium to communicate the Project Team's findings to stakeholders.

The GTA West Project Team will review the recommended enhancement strategies and mitigation measures received at CVP Session #2 and will carry forward for more consideration the recommendations that were identified as being the most important and are potentially technically and economically feasible (herein referred to as the CVP Toolkit). For the recommendations not being carried forward for further consideration, justification will be documented and provided to CVP Team members at CVP Session #3. The CVP Toolkit will be developed for eventual incorporation into the preliminary design of the multimodal transportation corridor. The Draft CVP, including roll plans and design elements that illustrate the application of the CVP Toolkit along the transportation corridor will be presented to CVP Team Members at CVP Session #3, which is anticipated to be held in Spring 2021.

A

Invitations to CVP Session #2



Invitation to CVP Team Members Who Applied at CVP Session #1

September 28, 2020

Invitation to the Upcoming Community Value Planning Meeting for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After reviewing feedback from Public Information Centre #2 (PIC #2), the Project Team worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and 2020 Focused Analysis Area — these were published on August 7, 2020 (please refer to the enclosed key plan or view detailed mapping at <https://www.gta-west.com/>). The GTA West Project Team is now developing the preliminary design of the Preferred Route. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new multimodal transportation corridor. Members of our CVP Team will recommend design elements that reflect the social, cultural, historical and environmental interests of their communities (covering such things as heritage commemoration, aesthetics, landscaping, trails, connectivity, wildlife crossings, artistic elements at the gateways, etc.).

At PIC #2, we introduced the concept of a CVP (PIC #2 was considered CVP Meeting #1) and you completed an application to become a CVP Team Member. We are pleased to confirm your membership and notify you of **CVP Meeting #2** taking place:

Tuesday November 3, 2020
6:00 p.m. – 8:30 p.m.

Stakeholder and Project Team member health and safety is of utmost importance. Therefore, given the current COVID-19 pandemic, CVP Meeting #2 will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the meeting on Zoom through your electronic device that has both video and audio capabilities. Alternatively, you can view the Zoom meeting through your electronic device and participate verbally through your telephone. If you do not have access to an electronic device, we can make alternative arrangements for you.

To confirm that you are still interested in being a CVP Team Member and to register for CVP Meeting #2, please contact Kathryn Ross at project_team@gta-west.com or leave a message on the Project Team voicemail at 1-877-522-6916 by October 23, 2020. Once registered, we will provide you with a link to the Zoom meeting or assist you with alternative arrangements.

At CVP Meeting #2 we will:

- Review the purpose of the CVP and the roles/responsibilities of the CVP Team.
- Provide an overview of the GTA West Study and its current status.
- Provide examples of design elements for the themes identified by stakeholders on their CVP comment forms at CVP Meeting #1.
 - Theme 1 (noise), Theme 2 (aesthetics), Theme 3 (Greenbelt and natural environment), Theme 4 (connectivity), Theme 5 (agriculture, tourism and local economy).

- To prepare for Theme 3, you can review the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, which was developed during Stage 1 of the GTA West Study to propose key planning and design principles, and recommendations for mitigation measures (a toolkit) for placing the GTA West multimodal transportation corridor within areas of the Greenbelt where impacts are unavoidable. The document is available for download at: <https://www.gta-west.com/reports/>
- Split into 3 sub-groups based on the west, central and east geographical areas of the Route Planning Study Area (again, please refer to the enclosed key plan) and seek your input on the things you value most in your community and along the Preferred Route, the presented design elements as well as inquire if you have other design elements for consideration.
- Discuss next steps for the CVP Team.

Please remember that the CVP is focused on how best to implement the proposed new highway and transitway in the most context sensitive manner given the identified Preferred Route. The upcoming session is not about where these facilities should be located or whether they should be built.

When registering for CVP #2, please let us know which geographical area sub-group (west, central, east) you would like to be placed in. Since design elements can span across geographical areas, you can provide input on other geographical areas, but we ask that you join the one area at CVP Meeting #2 that is most relevant to you.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please make Kathryn Ross aware. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

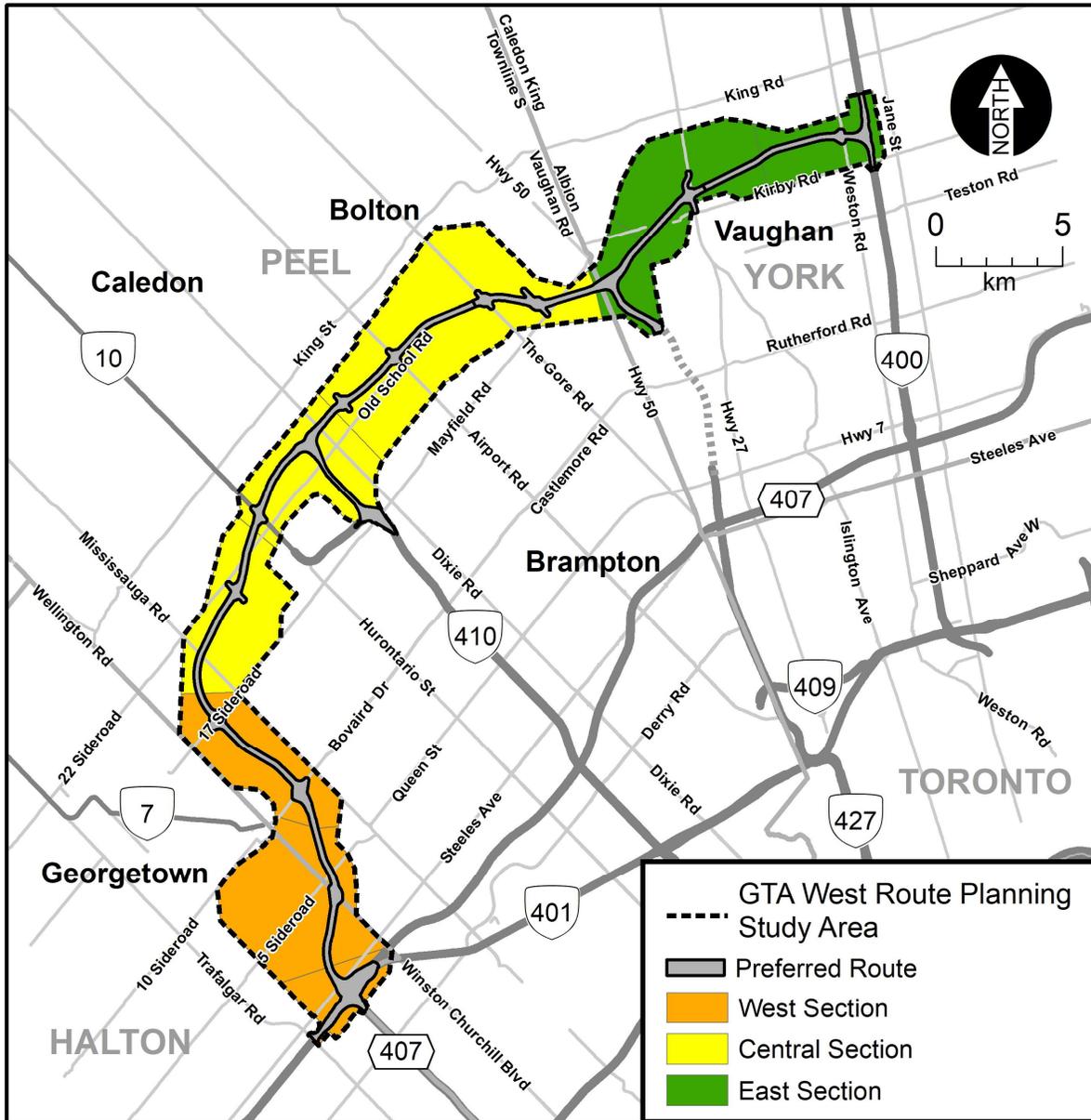
Sincerely,



Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel (MTO), Fahmi Choudhary (MTO), Chris Barber (MTO), Denise Morneau (WSP)
Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



Invitation to CVP Team Members Who Applied after CVP Session #1

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Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please make Kathryn Ross aware. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

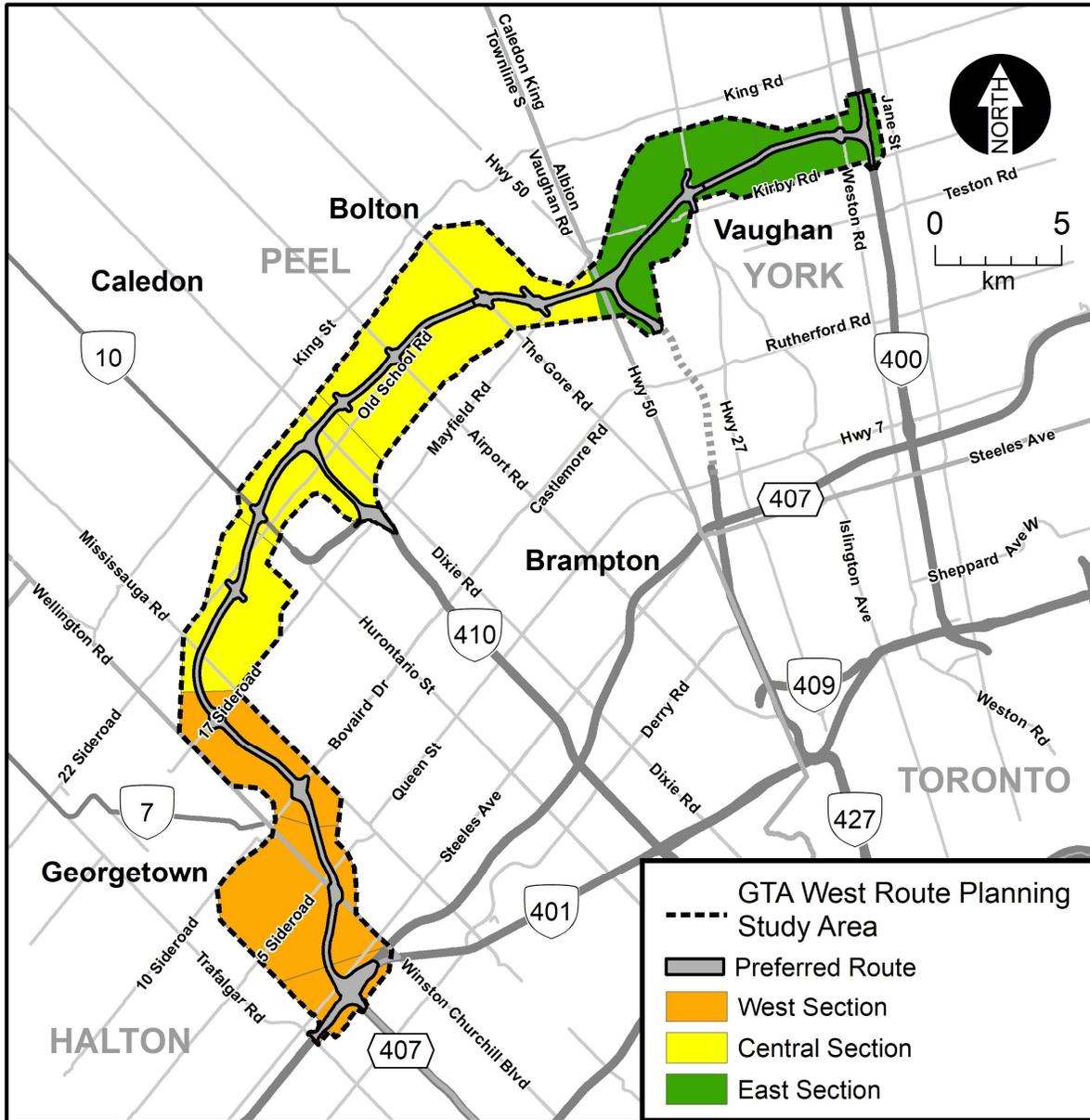


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cc: Lukasz Grobel (MTO), Fahmi Choudhary (MTO), Chris Barber (MTO), Denise Morneau (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



B

CVP Session #2 Presentation Slides



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').





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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)

CVP Meeting #2
(Fall 2020)

WE ARE HERE

CVP Meeting #3
(Spring 2021)

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

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

- 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.

- 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.

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



GTA West

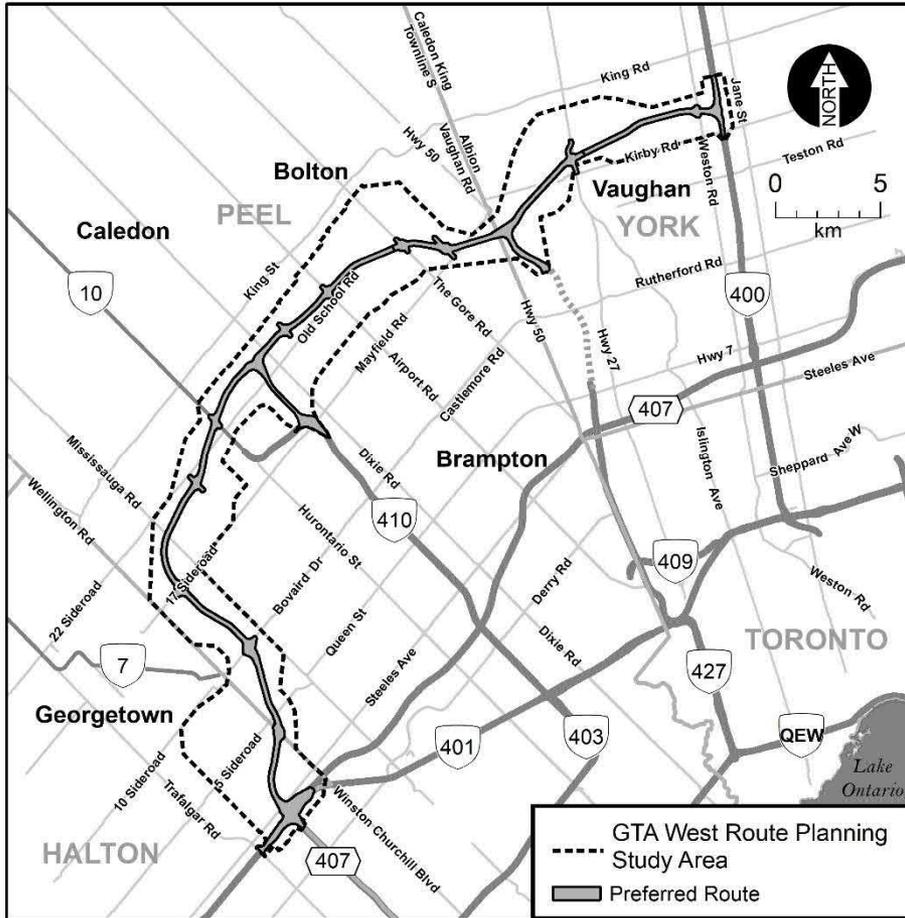
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Overview of the GTA West Study



STUDY OVERVIEW



Stage 2:

GTA West Study focuses on a new multimodal transportation corridor:

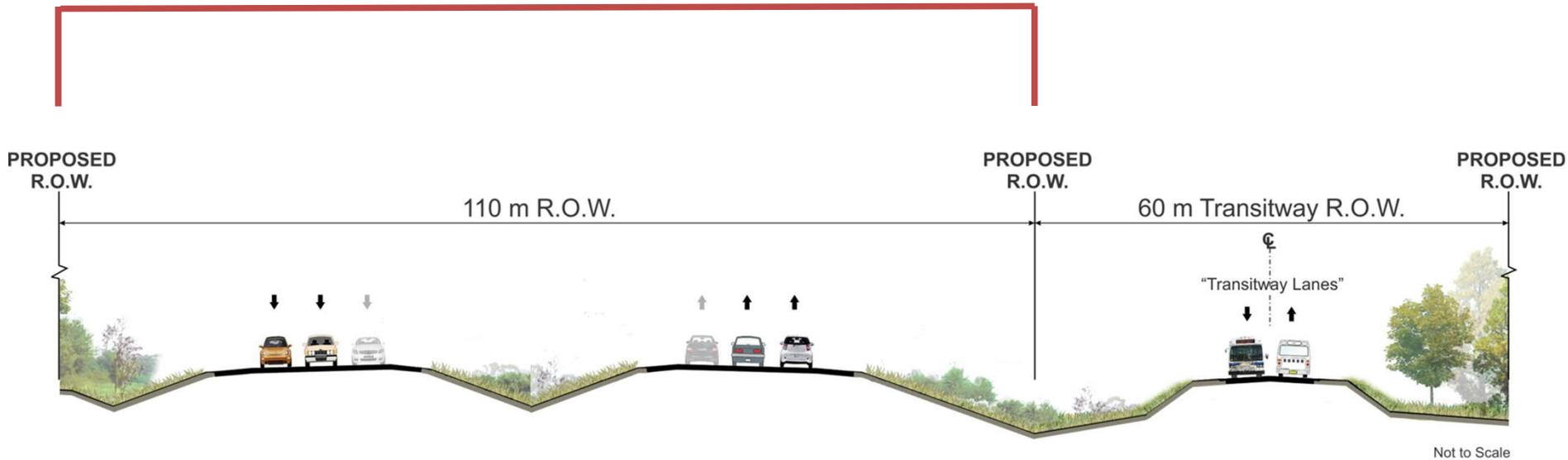
- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west.
- Includes a 400-series highway, transitway, and potential goods movement priority features.



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.

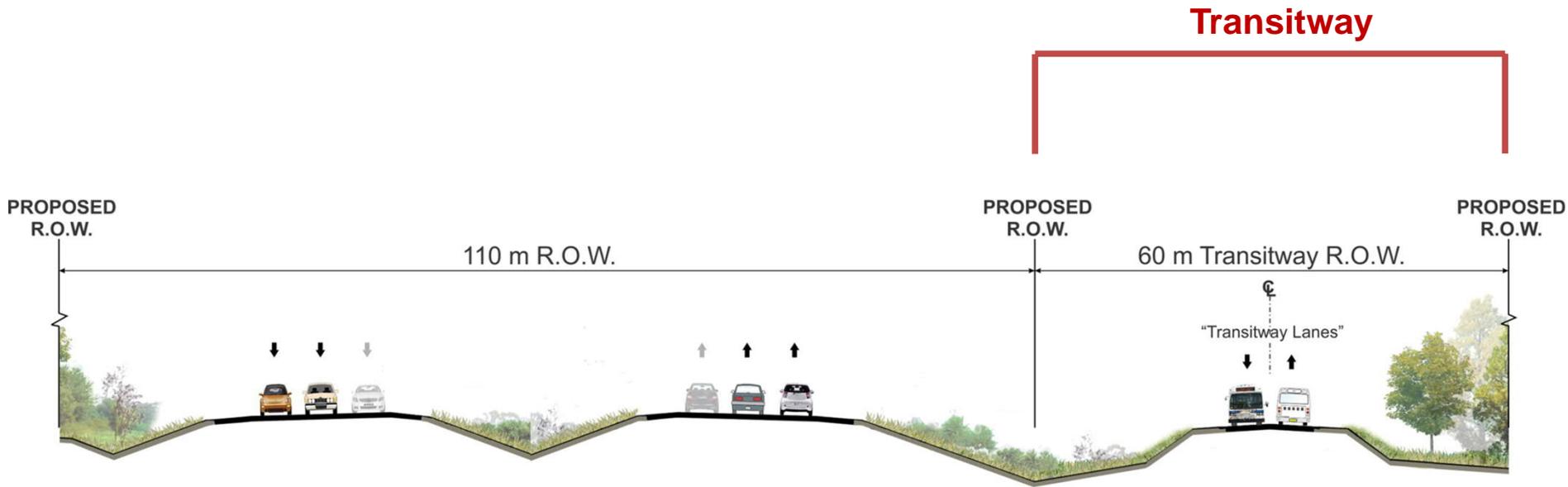
Highway





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.

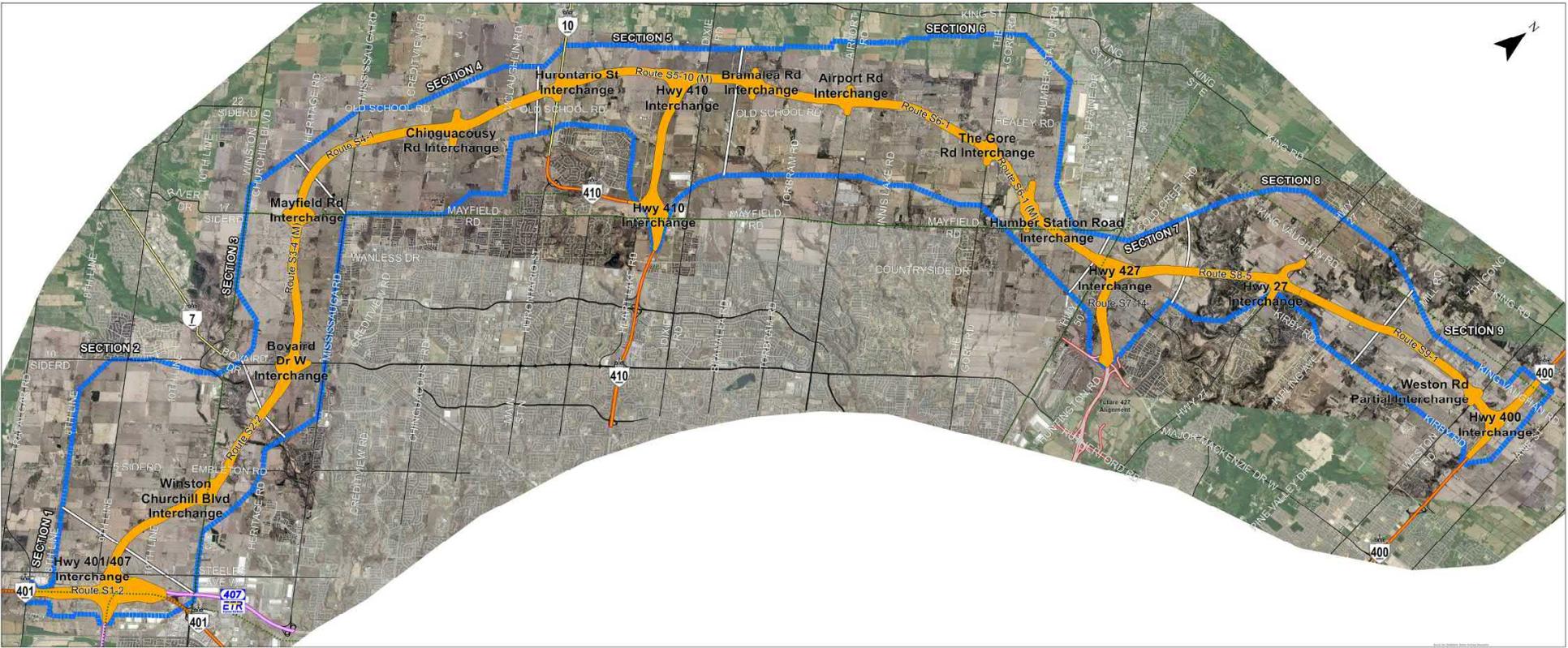




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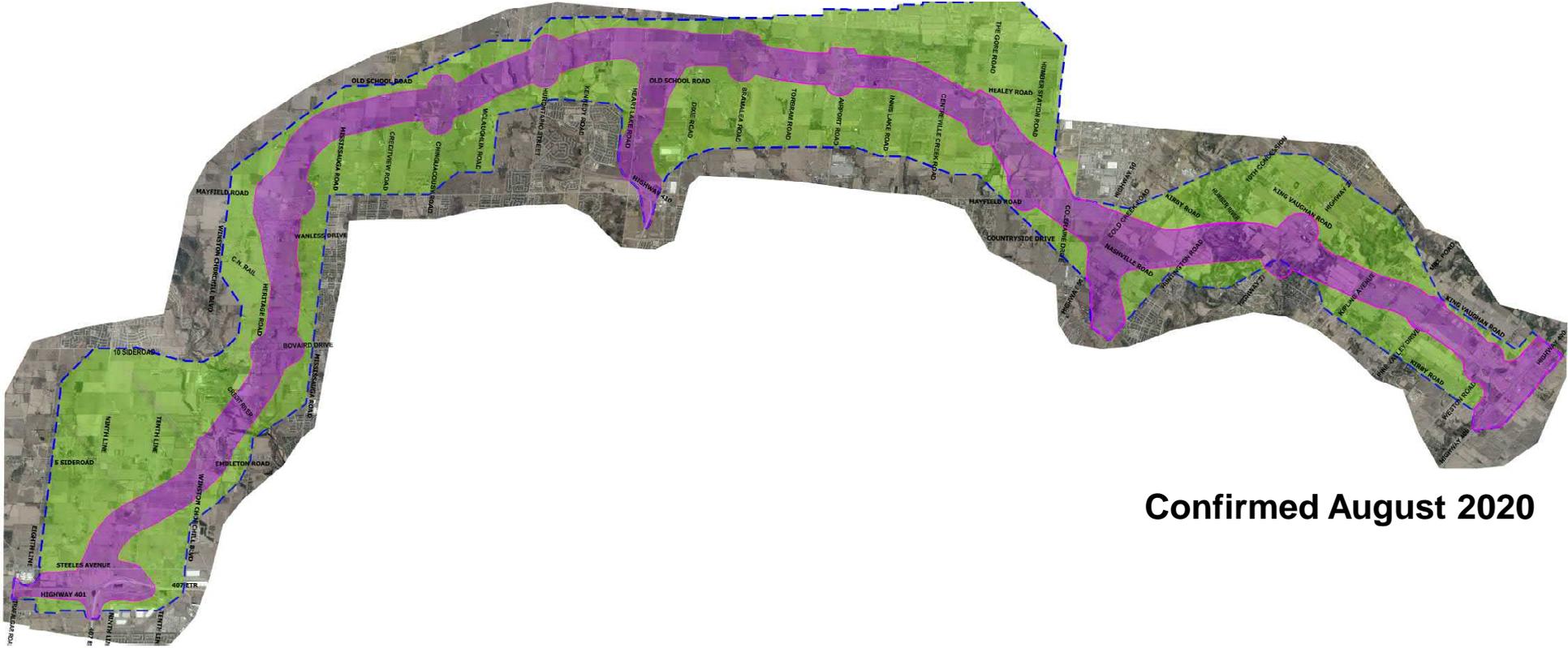
PREFERRED ROUTE



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.



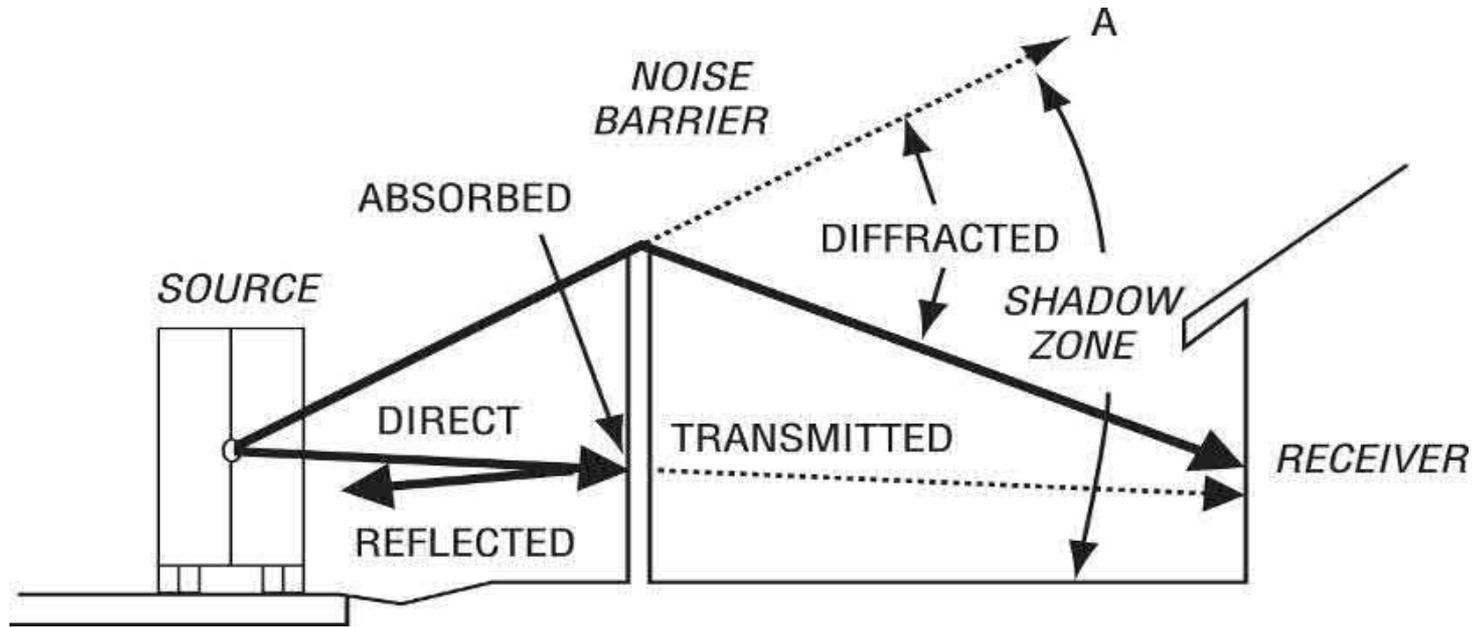
NOISE

- 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

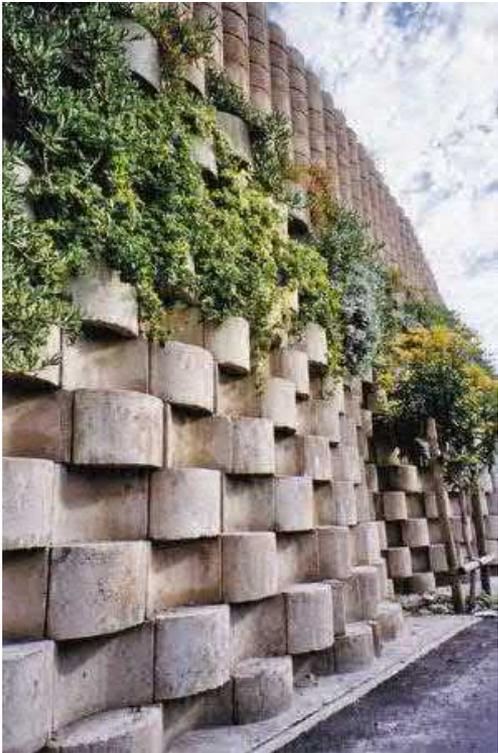




AESTHETICS – RETAINING WALLS



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





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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

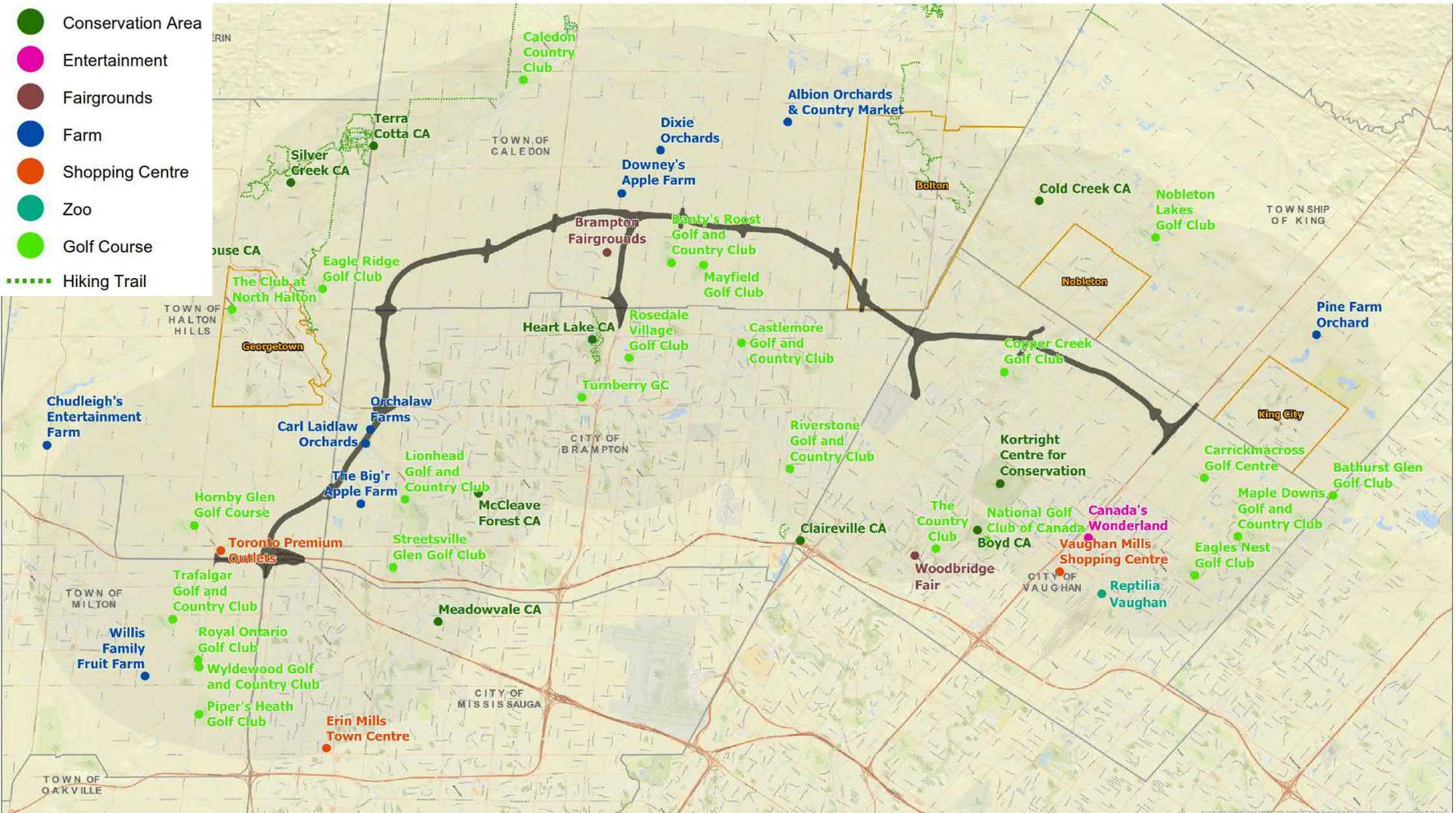


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AGRICULTURE, TOURISM, LOCAL ECONOMY

- 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?



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**



GTA West

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Open Forum



Meeting Close

C

Synopsis of Feedback from CVP Session #2



Aspirations and Initial Thoughts – What are your aspirations for the CVP exercise and what do you most value in and around your communities?

Will our input be seriously considered by the Project Team?

We are looking for something that is different than what has been done before, should the transportation corridor proceed. Highway 401 is an example of how noise mitigation doesn't work. Aesthetic plantings in Toronto consist of weeds and it will be challenging to make bridges beautiful with artistic elements.

Currently working on the Active Transportation Committee in Halton Hills and am an active cyclist. Other regions in the world have incorporated multiuse paths along their corridors that connect to bus routes, trails and other natural features (e.g. Holland, Tucson, Las Vegas). This multimodal transportation corridor should include active transportation elements.

Would like treatments that look like the presentation slides, including noise berms with a multiuse path. We understand that the area needs transportation infrastructure, but what's been implemented in the past in Ontario does not enhance the surrounding communities. This new infrastructure needs to respect the surrounding communities and the solutions must fulfil the promise.

Currently on the Cycling Advisory Committee in Brampton. MTO typically doesn't implement active transportation standards on crossing roads, which creates discontinuity in the cycling and pedestrian networks. We would like to see a high level of continuity with the municipal networks on all overpasses and underpasses. Refer to Book 18 and Book 15 standards.

Disappointed that we did not hear about the City of Brampton's Heritage Heights boulevard concept. Brampton is thinking outside of the box, focusing on the future and recognizing the climate change emergency. The GTA West multimodal transportation corridor will cut Brampton's community in half and will not support walkable, livable communities. The transportation corridor isn't a goods movement corridor - it's a development corridor, so we need to rethink how we move forward.

We need to preserve agriculture and respect the use of properties when setting the alignment for the transportation corridor. We need to set an alignment that doesn't fragment farms and leave unusable portions of land.

Long span bridges are being proposed for the Humber and Credit River crossings to protect natural heritage features but similar features have not been proposed for the other dozens of crossings and natural heritage features in the study area. We need to span all natural environment features to leave the features intact.

We need to be sensitive to churches and communities that are in close proximity to the transportation corridor. For example, the church located at 9th Line and Steeles Avenue, which was constructed in 1837, as well as St. Elias Ukrainian Church, which was rebuilt almost 20 years ago. We need to be sensitive to noise vibration and visual impacts.

Noise

Berms look better than concrete noise walls.

There are no mitigation options that will make a true difference to mitigating noise.

Discussion how MTO's current noise model does not very accurately capture low frequencies (e.g. trucks) in the impact assessment. The US Federal Highway Administration's model does consider low and high frequencies, and how these frequencies will impact noise sensitive areas (NSA).

Discussion around the noise impact assessment model and whether the transportation corridor will be considered as a line source or a point source. The US Federal Highway Administration's model considers road traffic as a line source. The transportation corridor will be free flowing, and so considering traffic as a line source is more appropriate.

Support for noise barriers but concerned about them being a place for graffiti.

Noise barriers could also function as a windbreaks along a multiuse path.

Inquiry about how noise walls would be built if the roadway is elevated, particularly in the area around Valleywood.

An aesthetically pleasing noise barrier needs to be constructed over the Credit River, and the Project Team needs to work with the Credit Valley Conservation Authority to incorporate it into the trail system.

Construct the transportation corridor with asphalt instead of concrete to minimize noise. It is recognized that concrete is expensive to install but is less expensive to maintain than asphalt.

Aesthetics

Invasive species (e.g. phragmites) tend to dominate MTO rights-of-way (ROW). We need a landscape plan that includes native species and a plan to prevent invasive species from taking over. Dense, native vegetation is good but we don't want to create habitats for small critters that become a hazard in close proximity to the transportation corridor.

<p>Modelling for stormwater infrastructure typically exaggerates the benefits because these features are not maintained properly. We need a plan that includes monitoring and maintenance.</p>
<p>We would like artistic elements at the bridges like shown in the presentation slides.</p>
<p>Focus on landscaping the stormwater management ponds and incorporating multiuse pathways in these areas.</p>
<p>Request for windbreaks along the transportation corridor.</p>
<p>Request for special interest places along the transportation corridor, as presented in the slide deck (slide 21).</p>
<p>Greenbelt and Natural Environment</p>
<p>Concern about erosion of the land. We need measures to prevent erosion and sedimentation.</p>
<p>Interest in wildlife overpasses and underpasses but question their efficiency.</p>
<p>The majority of lands in the study area are agricultural, Greenbelt and natural environment, and they should stay that way. The transportation corridor should not create the opportunity for these lands to be converted from Greenbelt into developable lands.</p>
<p>The Project Team should continue to work with the conservation authorities to ensure the protection of wildlife, wildlife habitat and the inclusion of multiuse pathways in the Greenbelt areas and around the Credit River crossing.</p>
<p>Many properties use water from wells and there is concern about impacts to water quality and quantity from the construction and operation of the transportation corridor. We need a plan that deals with salt maintenance.</p>
<p>Connectivity</p>
<p>Need to maintain trail connectivity for horse riding.</p>
<p>Trails and connections is a common theme voiced by all participants. Promote walkable communities and connections to trails.</p>
<p>Cycling infrastructure on crossing roads should be designed so that cyclists are not intimidated by the road/highway traffic. Include buffer zones and paved shoulders. Refer to the complete street designs by Toronto and Mississauga.</p>

<p>Interest in what existing Highway 10/410 will look like and how it will function after it is downloaded to the municipality.</p>
<p>Accelerate the correction of connectivity at Highway 410 (Valleywood community). The Valleywood Residents Association as been disappointed in the environmental assessment (EA) process for Spine Road that the Town of Caledon undertook and has been disappointed in the process that allowed ROPA 34 to continue without proper analysis. There is going to be so much concrete and pavement around the Valleywood area and there is concern about lack of connectivity impacting emergency service response. It was a mistake to not have the Highway 410 interchange north of the Valleywood community.</p>
<p>Consider large RVs, trucks and other vehicles when designing highway overpasses and underpasses as well as rest stops.</p>
<p>Consider roundabouts at interchange ramp terminals to keep traffic flowing.</p>
<p>Pave multiuse pathways so more people can use them and during the winter months. Paved multiuse pathways could also increase cycling tourism.</p>
<p>We should prioritize the incorporation of trails and pathways, especially given the impact of the pandemic and the need to get outside in nature.</p>
<p>We need to maintain cycling infrastructure through the interchanges.</p>
<p>Incorporate artistic elements that reflect the Bruce Trail (e.g. on bridges).</p>
<p>The Project Team needs to consider options for connecting the east and west side of Brampton, which will be disconnected by the transportation corridor (e.g. overpasses and underpasses).</p>
<p>Need to understand what the 401/407/GTA West interchange will look like and how it will impact the residents nearby. The ramps may be stacked four levels high like the 401/403/410 interchange.</p>
<p>Agriculture, Tourism and Local Economy</p>
<p>Crops within a few hundred yards of the highway won't grow or mature. Implement measures to mitigate these impacts.</p>
<p>The City of Brampton is planning an educational campus at the southwest corner of Heritage Road and Bovaird Drive. This landmark spot in the west section ties into the Credit valley trail system and should be protected and highlighted along the corridor.</p>
<p>Tourism oriented directional signage should be incorporated as it is helpful to travellers and businesses.</p>

Prevent fragmentation of agricultural land by setting an alignment that respects the use of the land and doesn't leave unusable portions.
Concern about impacts to water quantity. Residents see the tributaries of the Humber River conveying less and less water each year, and farmers need to drill multiple wells on their farms to access water.
Concerned about impacts to Nobleton and other small communities with regard to deterioration of the landscape and commercial growth affecting the charm of small towns.
Concern for traffic creating a bottleneck at the 401/407/GTA West interchange and the impact it will have on accessing the premium outlet mall. The interchange needs to be designed to allow for connections in every direction.
Need to highlight apple orchards as destinations along the transportation corridor but the Project Team needs to understand which orchards have sold their lands to developers and will not be agricultural in the future.
Other
Ensure consistency of information flow to communities, such as Kleinburg, Nobleton and Bolton.
Protection of built heritage features, particularly churches.
We need to consider and reflect the interests of Indigenous communities. Consider Indigenous community ceremonies for ground-breaking events.
We need to identify and protect small graveyards and unmarked graves.
Discussion around the timing of Stage 2 of the EA (i.e. tentatively submitting the EA report to the Minister of the Environment, Conservation and Parks by the end of 2022). Timing of construction is unknown but once EA approval has been granted, advance contracts may allow the construction of key pieces of the transportation corridor before the whole corridor is constructed.

