

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

## Community Value Plan (CVP) Meeting #3

May 20, 2021

# Agenda

- Welcome and introductions.
- Purpose, roles and responsibilities of the CVP Team.
- Overview of the GTA West Study.
- Review of input from CVP Meeting #2.
- Overview of CVP Toolkit and Straw Model Designs.
- Open forum, next steps and meeting close.

# Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- Attendees will be muted until the discussion periods.
  - 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

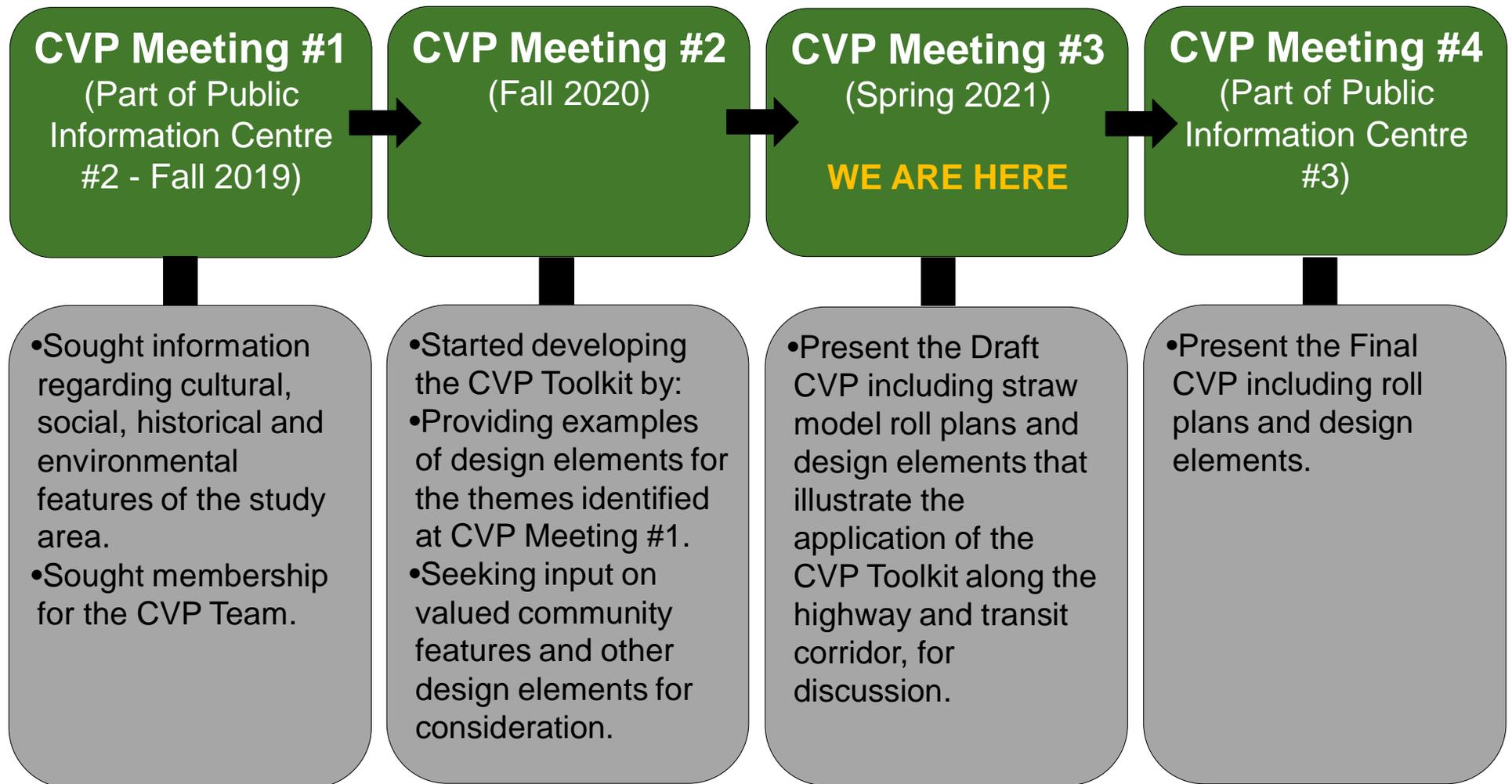
- It's OUR meeting...participate enthusiastically.
- Focus on the future.
- Terminology expertise is secondary.
- There is such a thing as a bad idea!
- Build, don't duplicate.
- Respect (for each other and the process).
- Voices without titles.
- Consensus on no consensus.
- Informal style, structured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



# What is a Community Value Plan (CVP) and Team?

- A tool to incorporate public input into the design of the highway and transit corridor, including 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 gateways and bridges, commemoration of heritage and archaeology sites, and others!
- The volunteer CVP Team members will:
  - Act as a sounding board, provide public input into how to enhance the context sensitive design of the corridor, and provide a sense of broader community reactions and concerns, and how these might be addressed.
- Roles and responsibilities:
  - Members must 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.
- Indigenous Communities will be invited to independently contribute to the CVP. Workshops will be offered where the Project Team will present and discuss the CVP.

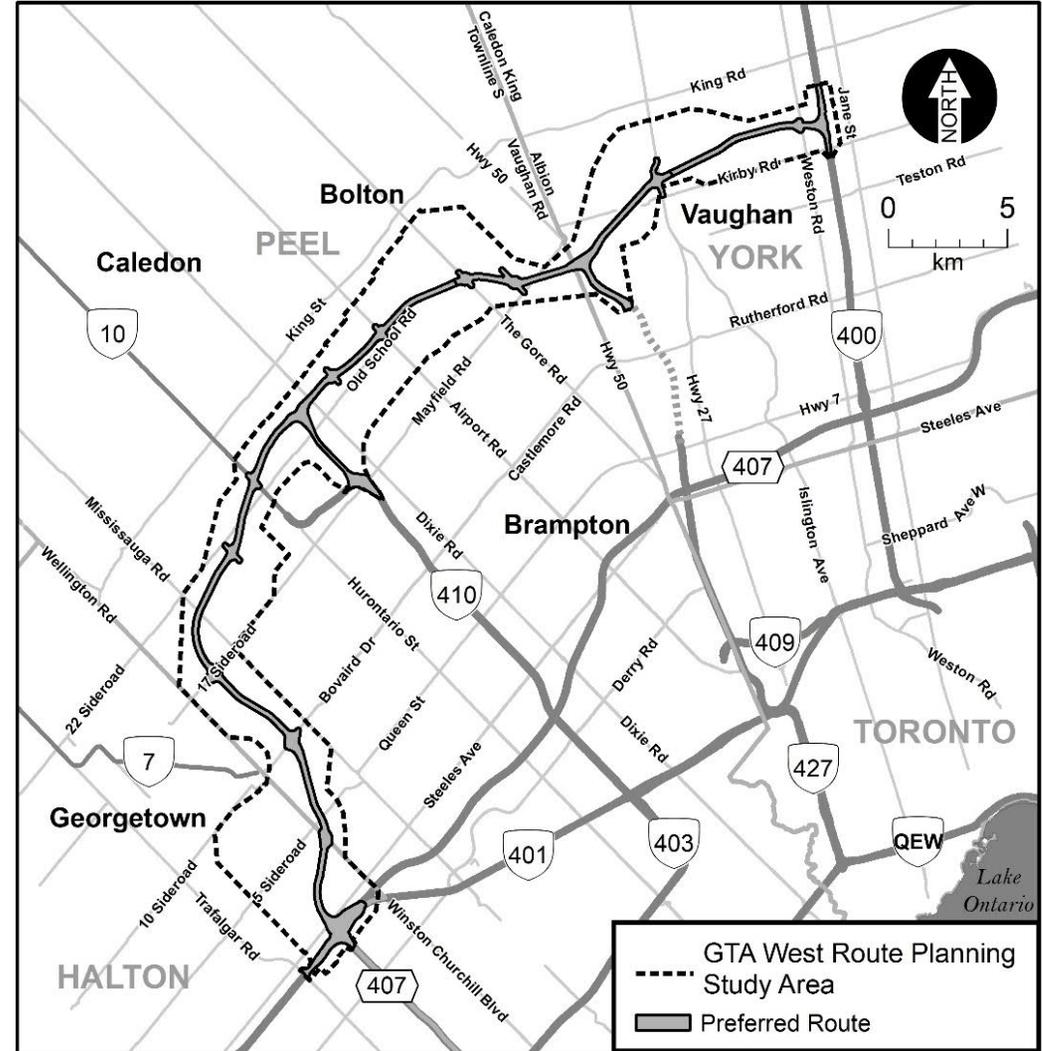
# CVP Schedule



\* Schedule is subject to change

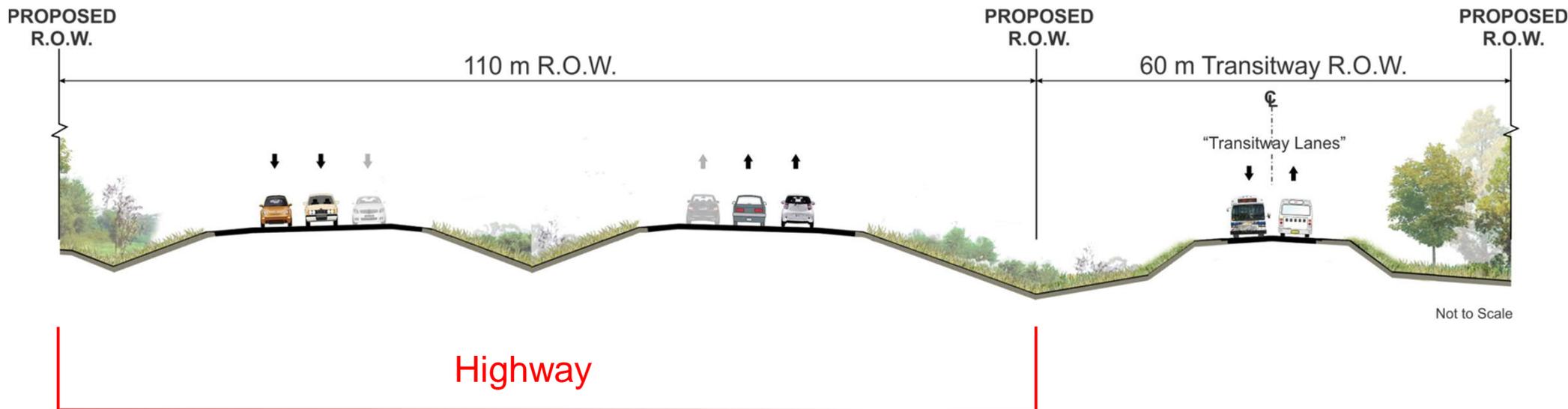
# Study Overview

- Stage 2 focuses on a new highway and transit corridor.
  - Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west.
  - Includes a 400-series highway and transit, and potential goods movement priority features.



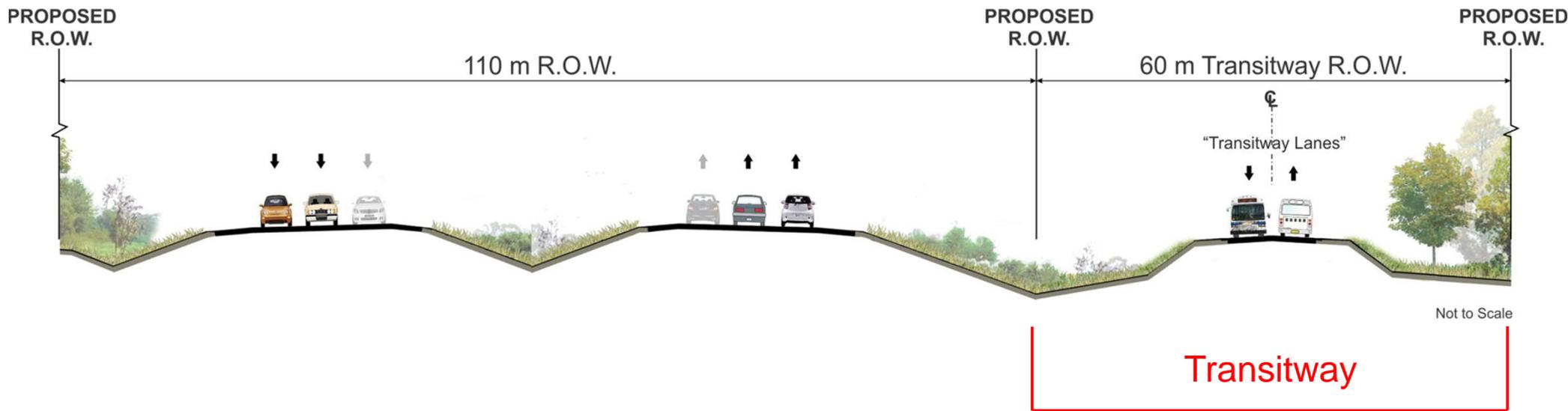
# Federal Impact Assessment (IA)

- On May 3, 2021, the Federal Minister of Environment and Climate Change determined the GTA West Study warrants designation under the Impact Assessment Act (IAA).
  - The project team is in communication with the Agency to clarify next steps.
- A designation of the GTA West project for a Federal IA does not replace the provincial Environmental Assessment (EA) process underway. The provincial EA process is still required, and it is among the most stringent assessment processes on record. We will continue with our planned public consultations and engagements.
- This CVP is focused on how best to implement design elements that reflect the social, cultural, historical and environmental interests of your communities.
- If refinements to the project are required due to the work underway with IAAC, the CVP can accommodate those changes.



## New Highway Corridor

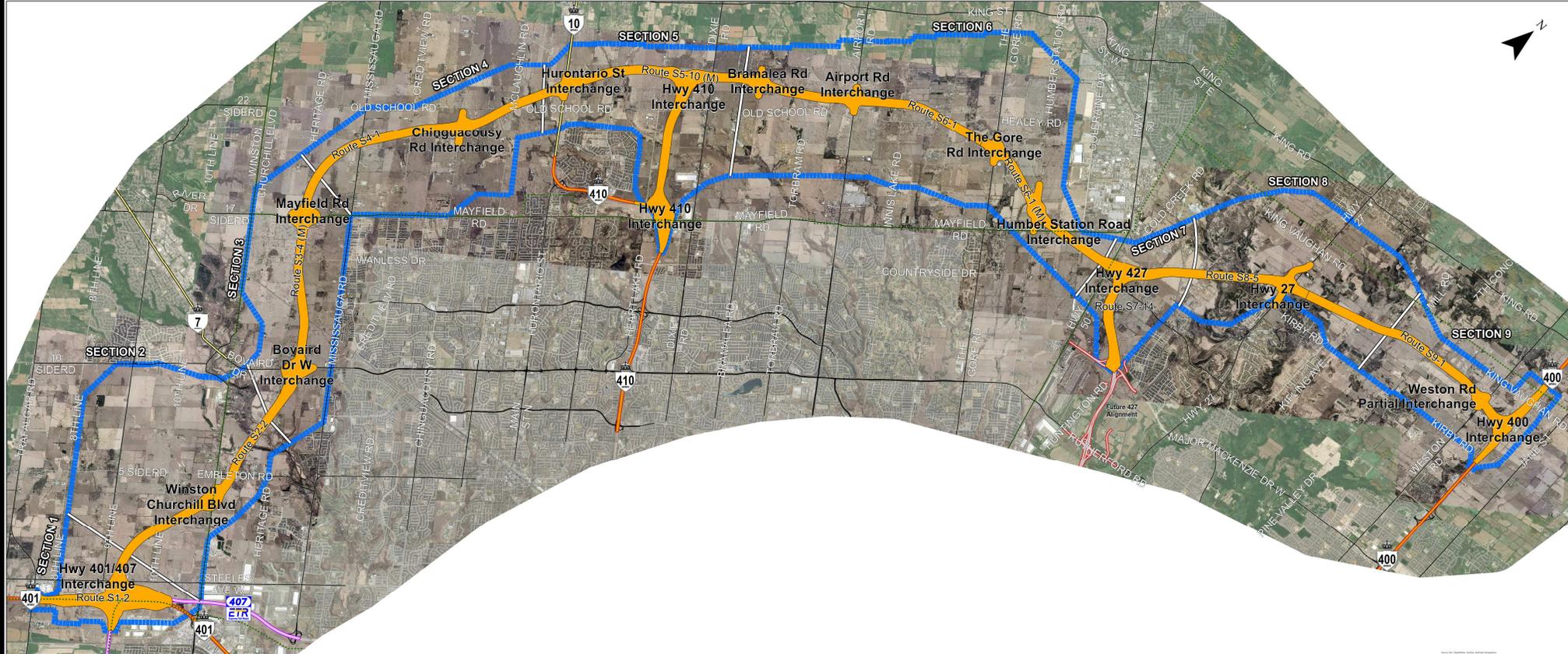
- The corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transit corridor.
- The total proposed right-of-way (ROW) will be 170m, of which the highway will be 110m.



## New Transit Corridor

- The transit corridor will be 60m of the total ROW, 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 410, Highway 427, and Highway 400.

# Preferred Route



 Route Planning Study Area

 Preferred Route and Interchange Locations

Confirmed in August 2020

# Identified Community Values and Treatments

- Summary of feedback from CVP Meeting #2 in November 2020:
  - 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).
    - » Roundabouts at interchange ramp terminals.
  - Noise:
    - » Berms or aesthetically pleasing noise walls with graffiti prevention.
  - Greenbelt and Natural Environment:
    - » Wildlife overpasses and underpasses.
    - » Stormwater management plans with artistic landscaping, monitoring and maintenance plans.
  - Aesthetics:
    - » Artistic elements at bridges and special interest places along the corridor.
    - » 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 agricultural land.
    - » Tourism oriented directional signage.
  - Protection of built heritage features (e.g. local churches).

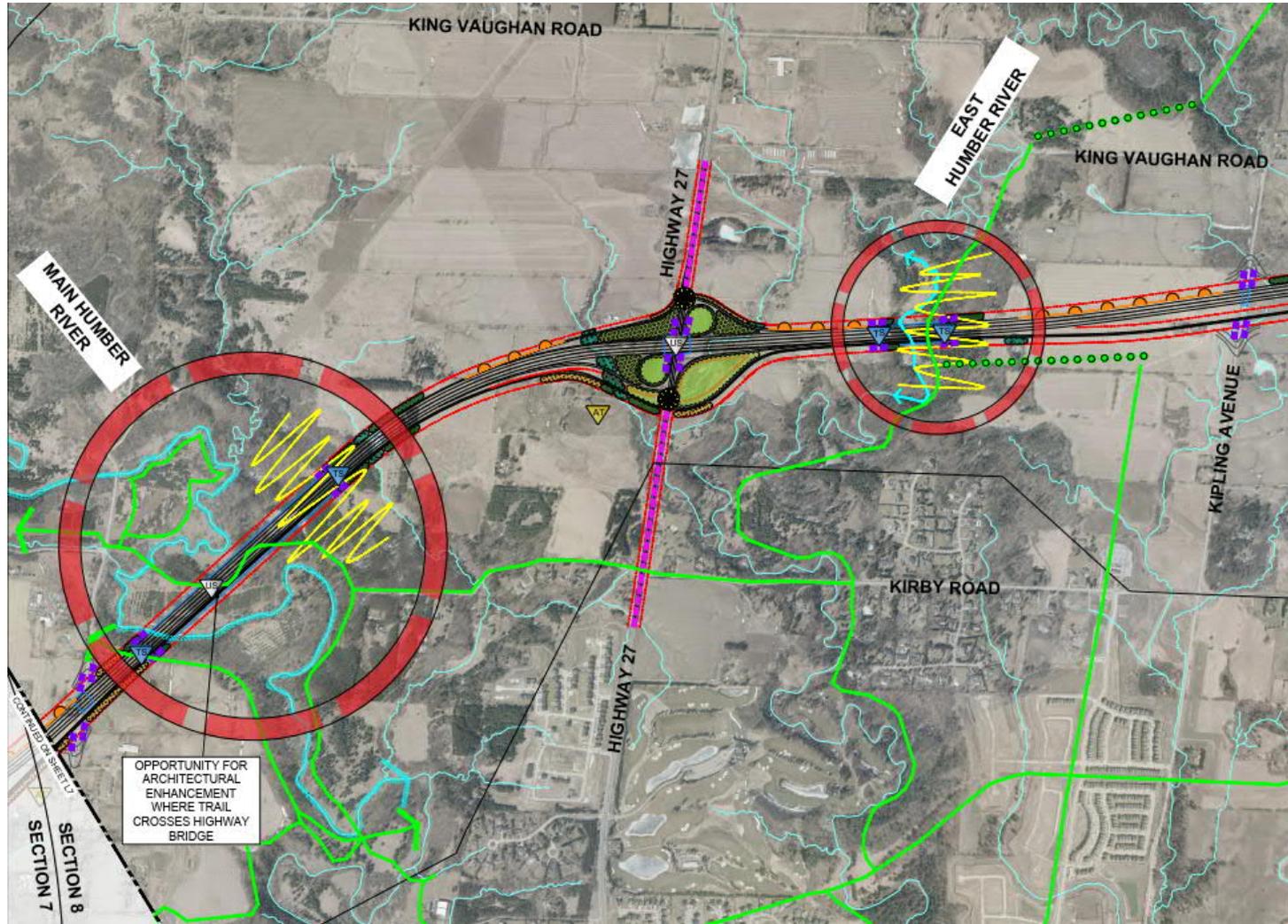
# CVP Toolkit

- Potential mitigation measures and enhancement strategies (the CVP Toolkit) were developed to reflect the input received at CVP Meeting #2.
- Our specialists placed these treatments in the CVP Toolkit along the proposed corridor (called straw model designs) based on guiding principles.
  - The features and their placement will be refined as the preliminary design progresses, impact assessment is completed, and stakeholders provide input.

LEGEND:

	PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)		GRADING REQUIRED
	ENHANCED LANDSCAPE PLANTING		WINDSCREEN
	ENHANCED LANDSCAPE PLANTING - LOW GROW		WILDLIFE CROSSING
	ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL		DENSE VISUAL VEGETATION SCREEN
	REFORESTATION PLANTING		BANK STABILIZATION
	RURAL BUFFER PLANTING		PROPOSED MUNICIPAL ROAD REALIGNMENT
	WETLAND PLANTING		PROPOSED MUNICIPAL TRAIL
	RIPARIAN PLANTING		EXISTING MUNICIPAL TRAIL
	STORMWATER MANAGEMENT LANDSCAPE PLANTING		UNDER STRUCTURE TREATMENTS (VISIBLE DRIVING UNDER BRIDGE)
	VALLEY RESTORATION / NODE OF INTEREST		TOP OF STRUCTURE TREATMENTS (VISIBLE DRIVING OVER BRIDGE)
	REGIONAL GATEWAY		ANTICIPATED TRANSIT STATION ARCHITECTURAL TREATMENT *TRANSIT STATION LOCATIONS TO BE CONFIRMED
	COMMUNITY GATEWAY		LOCAL TOURISM
			LOCAL HERITAGE

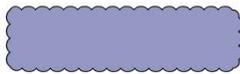
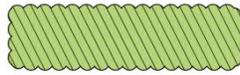
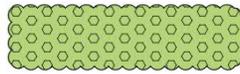
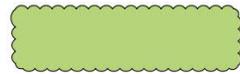
# Straw Model Designs Illustrating the CVP Toolkit



- LEGEND:
- PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)
  - ENHANCED LANDSCAPE PLANTING - LOW GROW
  - ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL
  - REFORESTATION PLANTING
  - RURAL BUFFER PLANTING
  - WETLAND PLANTING
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  - BANK STABILIZATION
  - PROPOSED MUNICIPAL ROAD REALIGNMENT
  - PROPOSED MUNICIPAL TRAIL
  - EXISTING MUNICIPAL TRAIL
  - UNDER STRUCTURE TREATMENTS (VISIBLE DRIVING UNDER BRIDGE)
  - TOP OF STRUCTURE TREATMENTS (VISIBLE DRIVING OVER BRIDGE)
  - ANTICIPATED TRANSIT STATION ARCHITECTURAL TREATMENT (TRANSIT STATION LOCATIONS TO BE CONFIRMED)
  - LOCAL TOURISM
  - LOCAL HERITAGE

\* CVP Toolkit is preliminary and subject to change

# CVP Toolkit and Guiding Principles



- Enhanced Landscape Planting (ELP):
  - **General ELP** - cultural plantings used at interchanges and ramps to enhance visual aspects of the corridor.
  - **Low growing ELP** - utilized at ramps to preserve sightlines for drivers merging onto the corridor.
  - **Drainage channel ELP** – utilized where existing cultural streams (ephemeral streams that have no riparian vegetation associated with them, such as farm drainage) cross the corridor.
- Reforestation Planting:
  - Edge management and reforestation planting within right-of-way (ROW) adjacent to or near significant woodlots.
- Rural Buffer Planting:
  - Plantings along corridor to screen view from nearby residential or commercial receptors, may include landscape berming to enhance visual screening.
- Wetland / Riparian / SWM Landscape Plantings:
  - **Wetland** plantings - (e.g., woody, herbaceous, emergent plants) in the vicinity of existing wetland features to restore wetland conditions.
  - **Riparian** planting - aquatic and emergent plantings at watercourse crossings and realignments to restore riparian conditions.
  - **SWM** planting - wetland plantings around stormwater management ponds (SWMP) to allow for the naturalization of SWMPs, and to filter and allow natural infiltration of runoff.

# CVP Toolkit and Guiding Principles



- Valley Restoration / Node of Interest:
  - Enhanced planting and restoration treatments to address temporary construction impacts and enhance/expand adjacent natural features.



- Bank Stabilization:
  - Stabilization plantings along slopes associated with overpasses/underpasses, as well as for proposed channel realignments.



- Wildlife Crossing:
  - Areas identified for potential wildlife movement across the corridor (potential open-bottom culverts, bridge underpass) located adjacent to existing natural corridors, typically linking significant natural features.

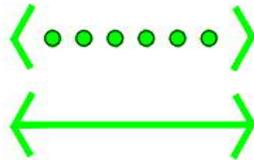
# CVP Toolkit and Guiding Principles



- Regional / Community Gateways:
  - Visual landmark/signage or landscape treatments located near or at borders to signal to drivers their arrival in a new Town, City or Region.



- Proposed Municipal Road Realignment:
  - Streetscape enhancements to realigned roads in coordination with the local municipality.



- Proposed/Existing Municipal Trail:
  - Trail mapping from local municipalities depicting planned and existing routes, as well as preliminary modifications to trails where they cross the corridor.

# CVP Toolkit and Guiding Principles



- Windscreen:
  - Coniferous tree plantings along corridor to shield road from prevailing winds.



- Dense Visual Vegetation Screen:
  - Mix of tree and shrub plantings that may include landscape berming.



- Grading Required:
  - Identifying areas that may be required to achieve grading for overpass/underpass conditions.

# CVP Toolkit and Guiding Principles



- Anticipated Transit Station Architectural Treatment:
  - Unique aesthetic architectural treatment(s) on transit stations that is consistent with regional transit station design.



- Under Structure Treatment:
  - Unique visual or symbolic treatment visible while driving under structures that identifies or commemorates a local area's culture and heritage.



- Top of Structure Treatment:
  - Unique visual or symbolic treatment visible while driving on structures that identifies or commemorates a local area's culture and heritage.



- Local Tourism/Heritage:
  - Identifies local tourism destination or heritage feature, which may be reflected in future signage.



# Northwest GTA Transmission Corridor Identification Study

- You suggested a multiuse path along the length of the corridor.
  - The Ministry of Energy, Northern Development and Mines (ENDM) and Independent Electricity System Operator (IESO) initiated a separate transmission corridor identification study called the Northwest GTA Transmission Corridor Identification Study. This transmission corridor may be located adjacent to the GTA West highway and transit corridor.
    - » The ministry forwarded the suggestion for a multiuse path to ENDM and IESO for consideration.
    - » ENDM and IESO confirmed that such opportunities will be evaluated once the final route is identified.

# Review of Straw Model Designs

- Refer to Draft Straw Model Designs under separate cover
- CVP Toolkit is preliminary and subject to change



# Next Steps

<p><b>Summer – Fall 2021</b></p>	<p>Further develop the draft CVP based on today’s input.</p> <p>Work with the Impact Assessment Agency of Canada to clarify next steps in the Impact Assessment process.</p>
<p><b>Mid-Summer 2021</b></p>	<p>Public Information Sharing Webinar – open to all.</p>
<p><b>TBD 2021</b></p>	<p>Meetings with Indigenous Communities, Advisory Groups and Regional Municipal Councils.</p> <p>Public Information Centre and CVP Meeting #4.</p>

**\* Schedule is subject to change**

# Open Forum