

Community Value Plan Meeting #3 Summary Report

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

July 2021



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1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design, and Environmental Assessment (EA) Study. 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 highway and transit corridor within the Route Planning Study Area. The proposed GTA West highway and transit corridor will include a 400-series highway, transit 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. 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 working with the Impact Assessment Agency of Canada (the Agency) on the next steps.

The GTA West highway and transit 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 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 proposed highway and transit 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 Meeting was held at Public Information Centre #2 (PIC #2) in Fall 2019. CVP Meeting #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 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 Meeting was held on Tuesday November 3, 2020 via the Zoom Platform. The meeting 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. During the meeting, 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 Meeting #1: Noise, Aesthetics, Greenbelt and Natural Environment, Connectivity, and Agriculture, Tourism and the 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. 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. A total of 19 CVP Team members accepted the CVP Meeting #2 invitation and 15 of those members attended the meeting.

The third CVP Meeting was held on May 20, 2021 via the Zoom Platform from 6:00 p.m. to 8:45 p.m. CVP Meeting #3 provided an overview of the potential mitigation measures and enhancement strategies (CVP Toolkit) as well as the draft Straw Model Designs illustrating these measures and strategies. This *Community Value Plan Summary Report* focuses on the purpose of, attendance and input from CVP Meeting #3. A total of 20 CVP Team members attended the meeting and 10 individuals observed the meeting.

The final CVP will be presented to the public for comment at the fourth CVP Meeting, which will be held at a future PIC.

2. Purpose of CVP Meeting #3

The GTA West Project Team analyzed the feedback received during CVP Meeting #2 to identify key community values and potential treatments (i.e. mitigation measures and enhancement strategies) that could potentially be implemented along the highway and transit corridor. A CVP Toolkit was created to illustrate the treatments (refer to **Figure 1**). Similar to a legend on a map, the CVP Toolkit contains a list of different symbols and shapes that represent potential treatments such as: enhanced landscape plantings, reforestation plantings, wetland plantings, regional gateways, community gateways, wildlife crossings, windscreens, municipal trails, etc. The GTA West Project Team then placed these treatments along the corridor based on their expertise and to reflect the feedback received from CVP Meeting #2. These draft plans are referred to as straw model designs.

The purpose of CVP Meeting #3 was for the GTA West Project Team to present, for discussion and comment, the CVP Toolkit, as well as the draft CVP straw model designs. The meeting also provided opportunities for CVP Team members to speak and ask questions directly to GTA West Project Team.

Figure 1: CVP Toolkit and Guiding Design Principles



3. Notification of CVP Meeting #3

Participation at CVP Meeting #3 was reserved for CVP Team members only, however non-members who expressed an interest in listening to the meeting were invited to join as observers. Applications to join the CVP Team are accepted at any point in the study and open invitations were posted on the study website 2 weeks prior to the CVP meeting.

The CVP Team was first established at PIC #2 / CVP Meeting #1 in Fall 2019, where stakeholders who expressed an interest in participating in the CVP process were encouraged to fill out an application form to join the CVP Team. On October 16, 2020, prior to CVP Meeting #2, the project website was updated to include an open invitation for any members of the public to fill out an application form and indicate their interest in joining the CVP Team.

On April 8, 2021, personalized invitations were distributed to all approved CVP Team members. Once accepted, an email from the Zoom application with a secure sign-in link was sent to the CVP Team members' email address. If a CVP Team member did not have access to an electronic device, alternative arrangements could be made (i.e. printing hard copies of the materials and participating via a telephone). Two participants requested hard copies of the materials via Canada Post mailing, which were distributed prior to the meeting.

On the week of May 3, 2021, prior to CVP Meeting #3, the project website was once again updated to include an open invitation to join the CVP Team. The application forms were made available for download on the website, or could be requested through mail, email, toll-free telephone line and/or webform. All CVP applications received by the Project Team were reviewed and approved.

Alternatively, the meeting was also open to observers, as noted on the project website. A separate Zoom link for observers was distributed, in which stakeholders were able to listen to the discussions but were unable to participate verbally during the meeting.

On the morning of May 19, 2021, copies of the CVP Toolkit and guiding design principles were distributed to all CVP Team members and observers for reference during the meeting.

Please refer to **Appendix A** for copies of the English and French invitation templates and e-mail distribution of the CVP Toolkit and guiding design principles.

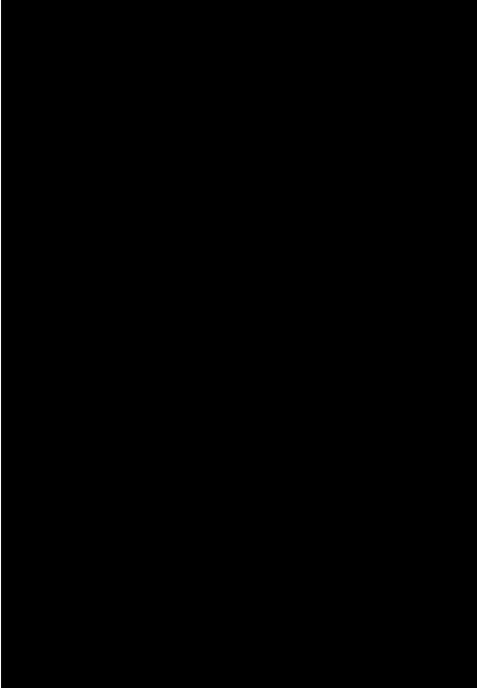
4. Attendance and Input

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic and as per the virtual format of the last CVP meeting, CVP Meeting #3 was conducted as an online session hosted through the Zoom Platform.

CVP Meeting #3 was held on Thursday, May 20, 2021 via the Zoom Platform from 6:00 p.m. to 8:45 p.m. A total of 20 CVP Team members attended the meeting and 10 individuals attended as observers. In addition to the CVP Team members, 25 Project Team members and technical specialists also attended the meeting. **Table 1** lists the CVP Meeting #3 attendees and observers.

Table 1: CVP Meeting #3 Attendees and Observers

| Representative | Title |
|------------------|---------------------|
| Amanda Naylor | MTO, Project Team |
| Hossein Hosseini | MTO, Project Team |
| Chris Barber | MTO, Project Team |
| Keith Cherneski | MTO, Project Team |
| Mara Bullock | WSP, Project Team |
| Jay Goldberg | 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 |
| Jennifer Fischer | WSP, Project Team |
| Britta Patkowski | AECOM, Project Team |

| Representative | Title |
|---|---|
| Christine Green | AECOM, Project Team |
| Cristina Papadatos | AECOM, Project Team |
| Tim Sorochinsky | AECOM, Project Team |
| Felipe Sapateiro | AECOM, Project Team |
| Derek Weckers | AECOM, Project Team |
| Rick Bogaert | AECOM, Project Team |
| Kathryn Ross | AECOM, Project Team |
| Alicia Evans | 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 Member |
| | CVP Team Member |

| Representative | Title |
|----------------|------------------------------|
| | CVP Team Member |
| | CVP Meeting Observer |
| | CVP Meeting Observer |
| | CVP Meeting Observer |
| | CVP Meeting Observer (MTO) |
| | CVP Meeting Observer (WSP) |
| | CVP Meeting Observer (AECOM) |

The meeting commenced with an independent facilitator introducing the GTA West Project Team and providing an overview of the roles and responsibilities of the CVP Team. Following this, an overview of the GTA West Study was provided. A summary of the feedback received from CVP Meeting #2 in November 2020 was also presented. CVP Team members were then given the opportunity to provide input on the CVP Toolkit and the associated guiding principles. Using the virtual collaborative software called 'MURAL', the GTA West Project Team reviewed each CVP straw model design by section of the Preferred Route (9 sections in total). Feedback was requested from CVP Team members for each straw model design and virtual sticky notes were added directly onto each design with the corresponding comments. It was noted that noise mitigation measures were not identified on the draft straw model designs because the noise impact assessment has not yet been finalized, and it will identify any areas requiring noise mitigation as per MTO policy in accordance with the *MTO Environmental Guide for Noise*. Once the noise impact assessment is complete, and if there are recommendations for noise mitigation, the straw model designs will be updated to include those measures. The meeting concluded with an open forum discussion period, as well as a summary of next steps in the CVP process and GTA West study.

Please refer to **Appendix B** for a copy of the CVP Meeting #3 presentation slide deck, draft CVP Toolkit and draft straw model designs. A full summary of the key comments and questions raised by the CVP Team Members, including the notes posted using the MURAL software, are available in **Appendix C**. Comments and questions generally included the following:

- Active transportation:
 - Pleased that transit stations will include active transportation features (e.g. bicycle parking) and trail connections.
 - Satisfied that the project team is working with conservation authorities and considering connections to their trails.
- Buffering treatments:
 - Interest in buffering mitigation at St. Stephen's Hornby Anglican Church and St. Elias The Prophet Ukrainian Church.
 - Interest in aesthetic treatments to buffer St. Elias Church property, which has heritage designation under the Heritage Act.
 - Looking for measures to minimize impacts to the Valleywood community (e.g. noise, air quality, EMS access).

- Agriculture:
 - Continued interest in measures to move large agricultural equipment (e.g. appropriately sized underpasses to avoid out-of-way travel to move between fields).
- Highway design:
 - Interest in OnRoute plazas and truck inspection stations along the corridor.
 - Continued interest in roundabouts at intersections with municipal roads.
- Technical discussion around:
 - The upcoming traffic analysis.
 - How the final transit station locations are being determined.
 - The rationale for the realignment of Heritage Road
 - The unknowns around construction timing, delivery model, ownership of existing Highway 410/10, tolling, privatization.
 - The cost of the project to date.

5. Next Steps

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 input received at CVP Meeting #3 and refine the straw model designs, where necessary. For the recommendations not being carried forward for further consideration, justification will be documented. Once the noise impact assessment is complete, any recommended mitigation measures will be incorporated into the designs. The CVP specialists on the GTA West Project Team will work the other disciplines on the team (e.g. fisheries, terrestrial, structural, fluvial geomorphology, archaeology, built heritage, etc.) to ensure that any recommended measures to avoid, mitigate or compensate for potential impacts from those disciplines are also included in the CVP designs. The GTA West Project Team will then develop the draft straw model designs into preliminary design level Community Value Plan roll plans. These final CVP roll plans will be presented for public comment at CVP Meeting #4, which will be combined with a future Public Information Centre.

Feedback can be provided to the Project Team at any time via email (project_team@gta-west.com), toll-free telephone line (1-877-522-6916) or the project website (<https://www.gta-west.com/contactus/>). 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 *Environmental Assessment 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.

The GTA West Project Team will also be working with the Impact Assessment Agency of Canada to clarify next steps in the Federal *Impact Assessment Act* process.

A

Invitations to CVP Meeting #3



April 8, 2021

Invitation to Community Value Planning Meeting #3 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 confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view detailed mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new highway and transit corridor.

At the last CVP meeting on November 3, 2020, CVP Team members recommended design elements that reflected the social, cultural, historical and environmental interests of their communities. Since then, the GTA West Project Team has been working to incorporate these ideas into the preliminary design of the highway and transit corridor. As a valued member of the CVP Team, we invite you to **CVP Meeting #3**, taking place:

Thursday May 20, 2021
6:00 p.m. – 8:30 p.m.
Zoom Platform

At CVP Meeting #3, we will present, for discussion and comment, the draft CVP including roll plans and design elements that illustrate the application of the CVP Toolkit along the highway and transit corridor.

Stakeholder and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic and as per the previous session, CVP Meeting #3 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 register for CVP Meeting #3, 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 May 6, 2021. Once registered, we will provide you with a link to the Zoom meeting or assist you with alternative arrangements.

Please remember that the CVP is focused on how best to implement the proposed highway and transit corridor 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.

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,

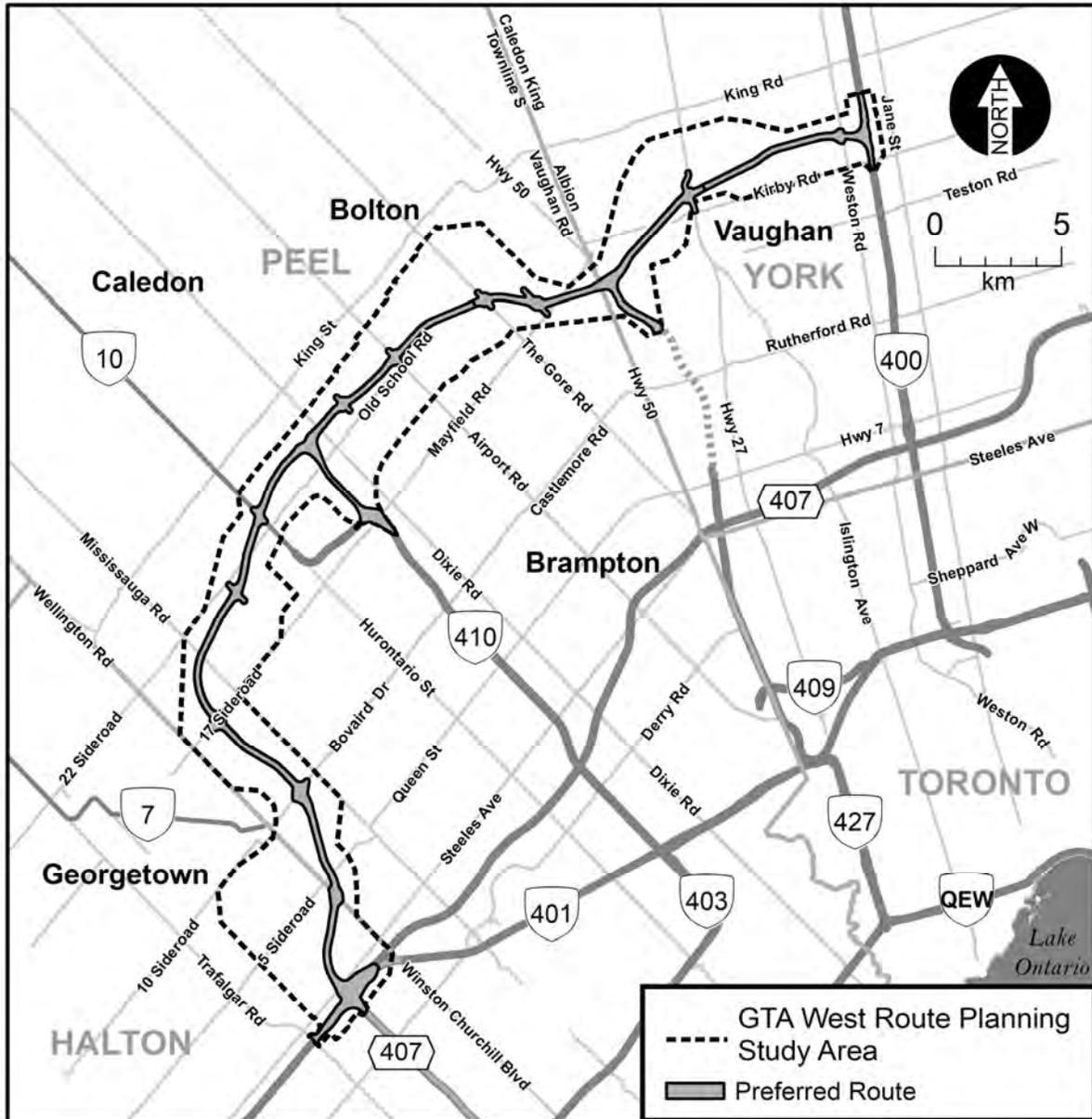


Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Amanda Naylor (MTO), Chris Barber (MTO), Keith Cherneski (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



8 avril 2021

Invitation à la réunion n° 3 du plan de valeur communautaire pour la phase 2 de l'étude de planification et d'évaluation environnementale du corridor de transport ouest de la RGT

Le ministère des Transports de l'Ontario (MTO) entreprend la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie détaillée au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire. Dans le cadre de ce processus, un plan de valeur communautaire (PVC) est en cours d'élaboration pour intégrer la contribution du public à la conception du nouveau corridor de transport multimodal.

Le 3 novembre 2020, lors de la dernière réunion du PVC, les membres de l'équipe du PVC ont recommandé des éléments de conception qui reflètent les intérêts sociaux, culturels, historiques et environnementaux de leurs communautés. Depuis, l'équipe de projet RGT ouest s'efforce d'intégrer ces idées dans la conception préliminaire du corridor de transport multimodal. En tant que membre important de l'équipe du PVC, nous vous invitons à la **réunion n° 3 du PVC**, qui se tiendra :

Le jeudi 20 mai 2021
De 18 h à 20 h 30
Sur la plateforme Zoom

Dans le cadre de la réunion n° 3 du PVC, nous présenterons le PVC provisoire, y compris les plans pour le rôle et les éléments de conception qui illustrent l'application de la boîte à outils pour le PVC le long du corridor de transport, à des fins de discussion et de commentaires.

La santé et la sécurité des intervenants et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19 et conformément à la séance précédente, la réunion n° 3 du PVC se tiendra en ligne sur la plateforme Zoom. Pour une expérience optimale, nous vous encourageons à joindre la réunion à l'aide d'un appareil électronique doté d'un système vidéo et audio. Vous pouvez également visualiser la réunion Zoom sur votre appareil électronique et participer verbalement par téléphone. Si vous n'avez pas accès à un appareil électronique, nous pouvons prendre d'autres dispositions pour vous.

Pour vous inscrire à la réunion n° 3 du PVC, veuillez communiquer avec Kathryn Ross à project_team@gta-west.com ou laisser un message sur la boîte vocale de l'équipe de projet au 1-877-522-6916 d'ici le 6 mai 2021. Une fois inscrit, nous vous fournirons un lien vers la réunion Zoom ou vous aiderons à trouver d'autres arrangements.

N'oubliez pas que le PVC se concentre sur la meilleure façon de mettre en œuvre le nouveau corridor de transport multimodal proposé de la manière la plus adaptée au contexte, compte tenu de l'itinéraire privilégié identifié. La prochaine séance ne vise pas à savoir où ces installations devraient être situées ou si elles devraient être construites.

Nous vous encourageons à nous faire part de vos commentaires et points de vue concernant l'étude. Ces derniers seront recueillis dans le but d'aider l'équipe de projet RGT ouest. Ils seront également conservés pour référence au cours du projet et peuvent être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez en informer Kathryn Ross. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,



Britta Patkowski, MCIP, RPP

Membre de l'équipe de projet RGT ouest
AECOM Canada Ltd.

Courriel : project_team@gta-west.com

Sans frais : 1-877-522-6916

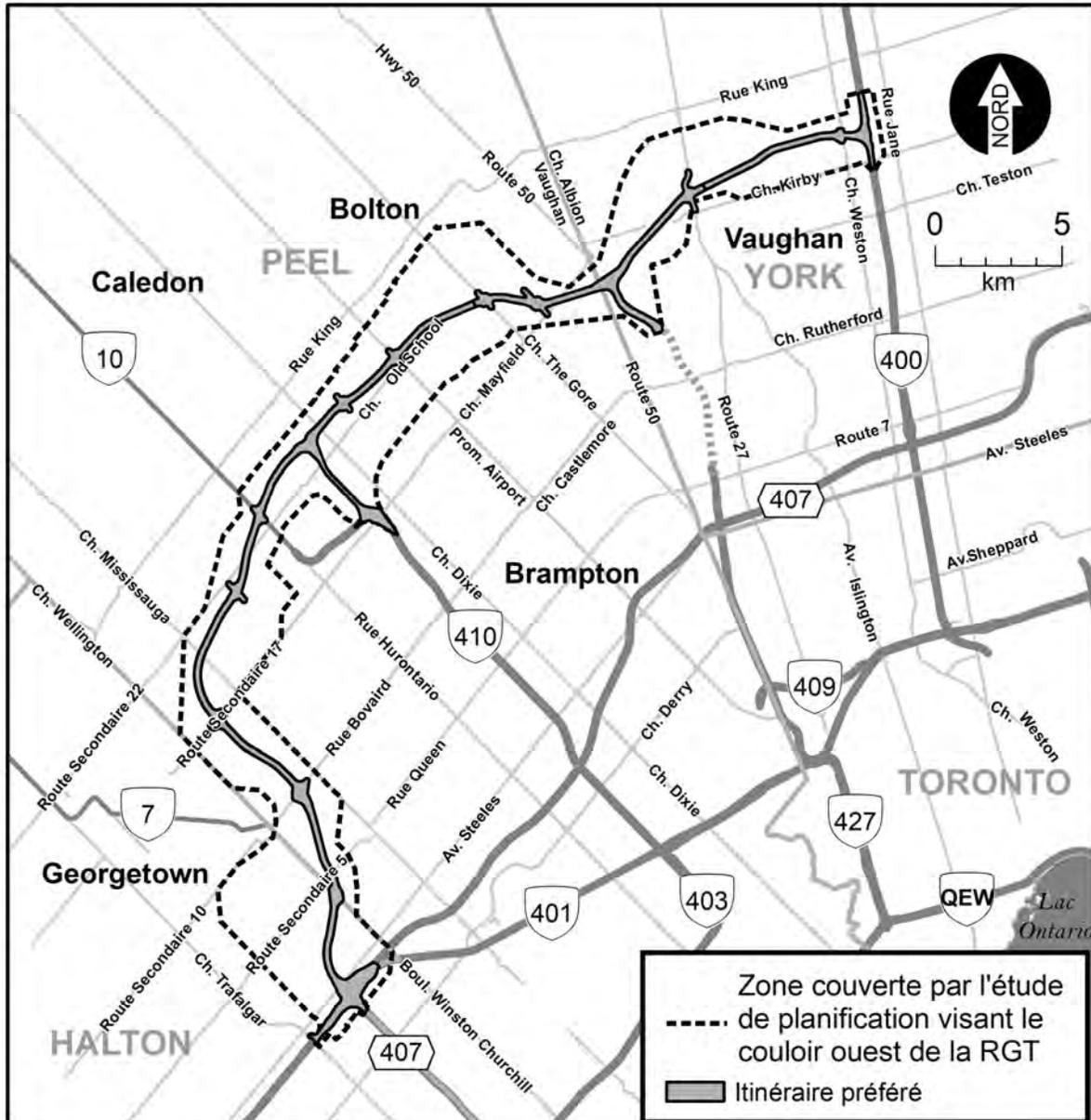
Site Web : www.gta-west.com

Twitter : @GTAWestStudy

C.c. : Hossein Hosseini (MTO), Amanda Naylor (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Denise Morneau (WSP)

Pièce jointe : Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié

Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié



project_team@gta-west.com

Subject: FW: GTA West - CVP Meeting #3 Legend & Guiding Principles
Attachments: GTA West CVP Guiding Design Principles_Final.pdf

From: project_team@gta-west.com <project_team@gta-west.com>
Sent: Wednesday, May 19, 2021 10:38 AM
Subject: GTA West - CVP Meeting #3 Legend & Guiding Principles

Good morning,

In preparation for the Community Value Plan (CVP) Meeting #3 being held tomorrow evening, we ask that meeting attendees and observers please review the attached Legend and Guiding Principles document. Please have this document available for reference during the meeting (either printed or on another electronic screen/device).

If you have any questions, please let us know by responding to this email.

Sincerely,

The GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: [1-877-522-6916](tel:1-877-522-6916)
Website: www.gta-west.com
Twitter: @GTAWestStudy

You are receiving this email because you are on the contact list for the GTA West Study. At any time, you may unsubscribe or update your contact information by emailing project_team@gta-west.com.

GTA West Community Value Plan (CVP) - Draft Guiding Design Principles

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 |

Preliminary Highway and Transit Corridor Right-of-Way (alignment to be confirmed)

- Preliminary design of the alignment for the highway and transit corridor, showing potential right-of-way limits.

Enhanced Landscape Planting (ELP)

Three categories – general, low growing, and drainage channels:

- 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 Planting

- 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.

Stormwater Management (SWM) Landscape Planting

- Wetland plantings around stormwater management ponds (SWMP) to allow for the naturalization of SWMPs, and to filter and allow natural infiltration of runoff.

Valley Restoration / Node of Interest

- Enhanced planting and restoration treatments to address temporary construction impacts and enhance/expand adjacent natural features.

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.

Grading Required

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

Windscreen

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

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.

Dense Visual Vegetation Screen

- Mix of tree and shrub plantings that may include landscape berming.

Bank Stabilization

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

Proposed Municipal Road Realignment

- Streetscape enhancements to realigned roads in coordination with the local municipality.

Proposed/Existing Municipal Trails

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

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.

Anticipated Transit Station Architectural Treatment

- Unique aesthetic architectural treatment(s) on transit stations that is consistent with regional transit station design.

Local Tourism / Heritage

- Identifies local tourism destination or heritage feature, which may be reflected in future signage.

B

CVP Meeting #3 Presentation Slides, Draft CVP Toolkit and Draft Straw Model Designs



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

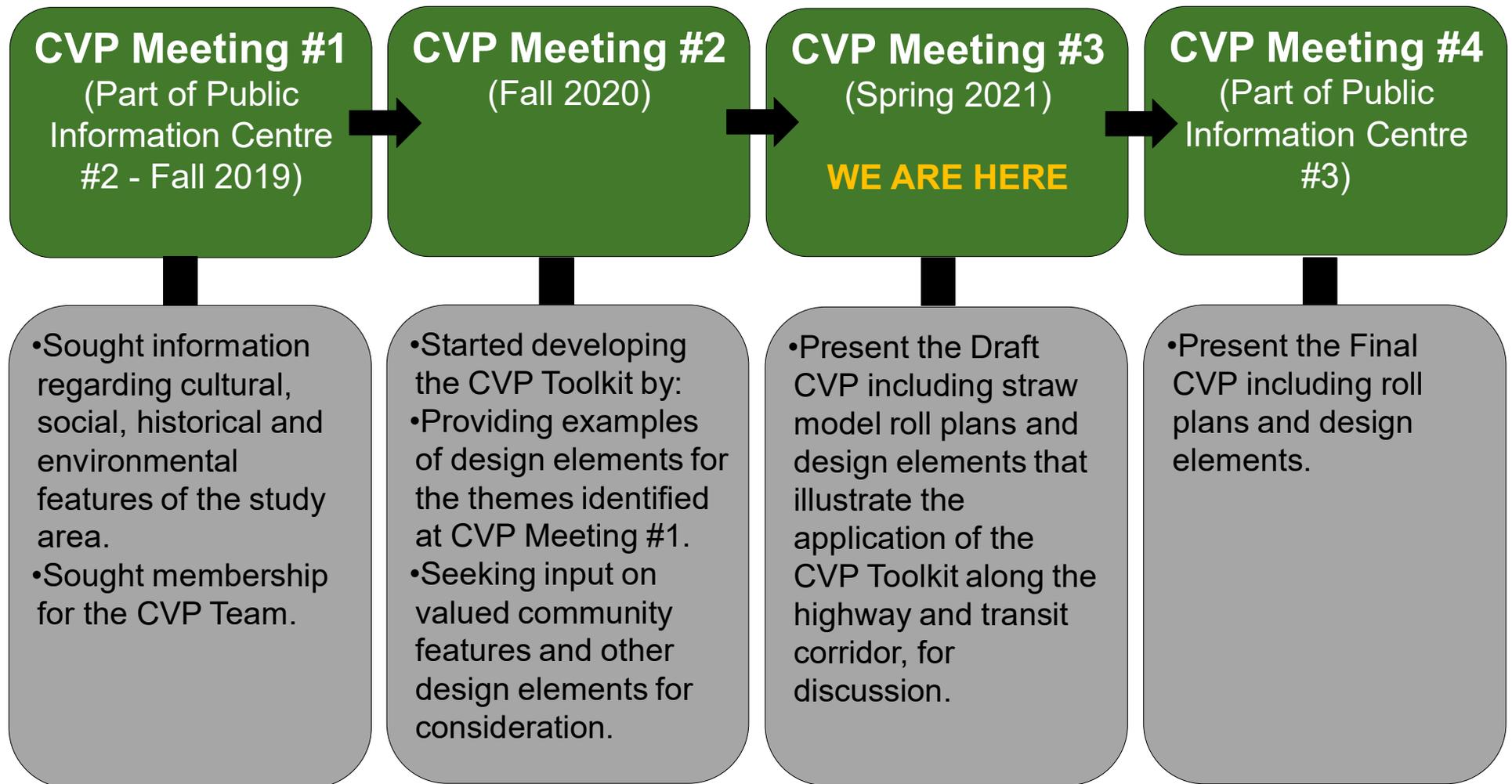
- It's OUR meeting...participate enthusiastically.
- Focus on the future.
- Terminology expertise is secondary.
- There is such a thing as a bad idea!
- Build, don't duplicate.
- Respect (for each other and the process).
- Voices without titles.
- Consensus on no consensus.
- Informal style, structured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

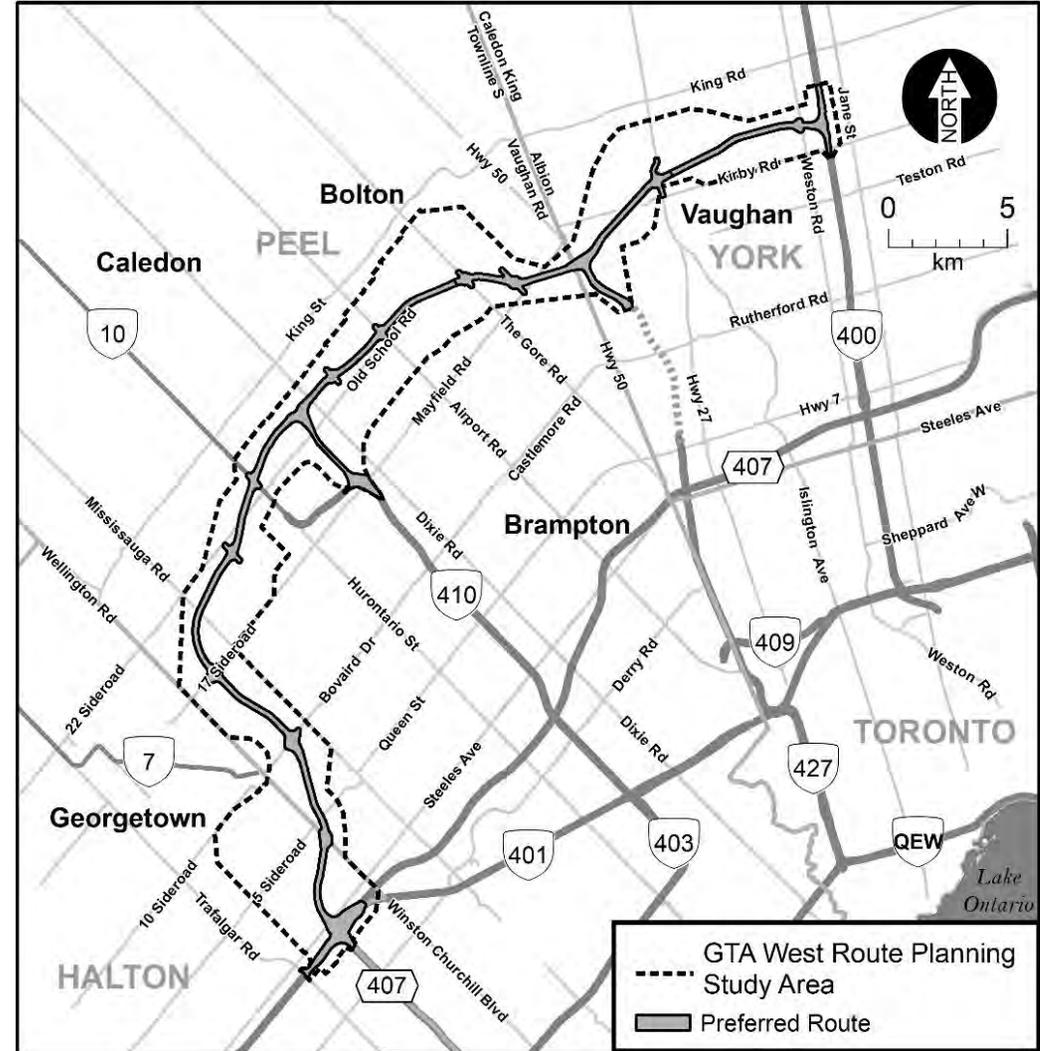
CVP Schedule



* Schedule is subject to change

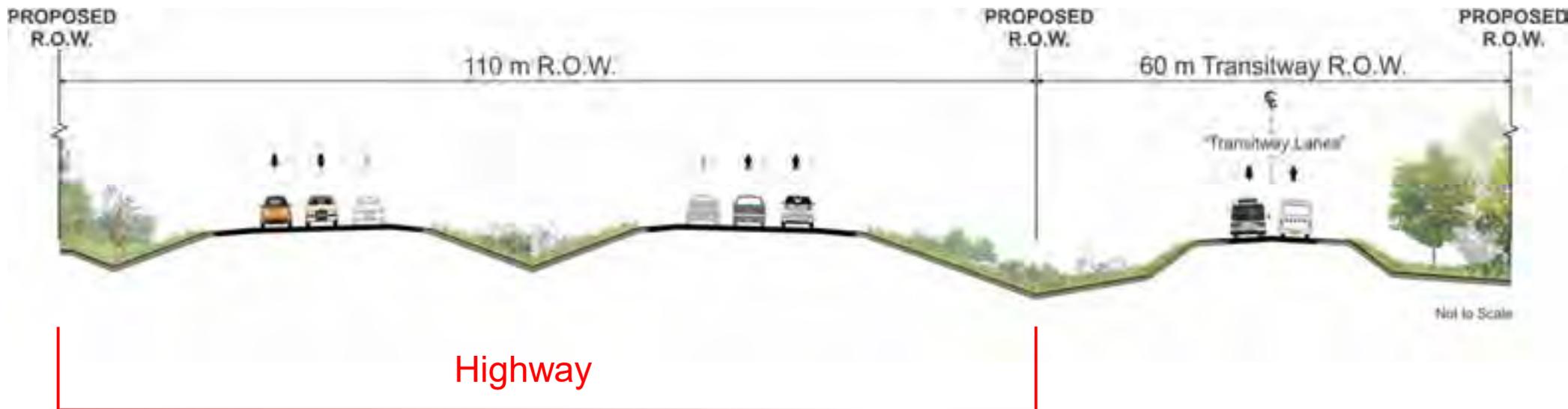
Study Overview

- 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.



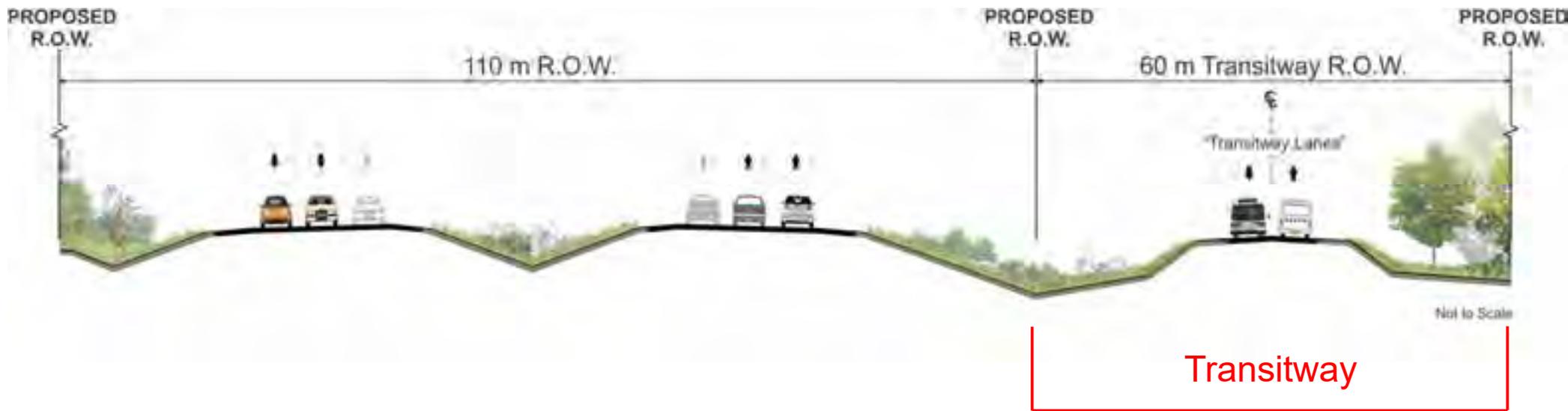
Federal Impact Assessment (IA)

- 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

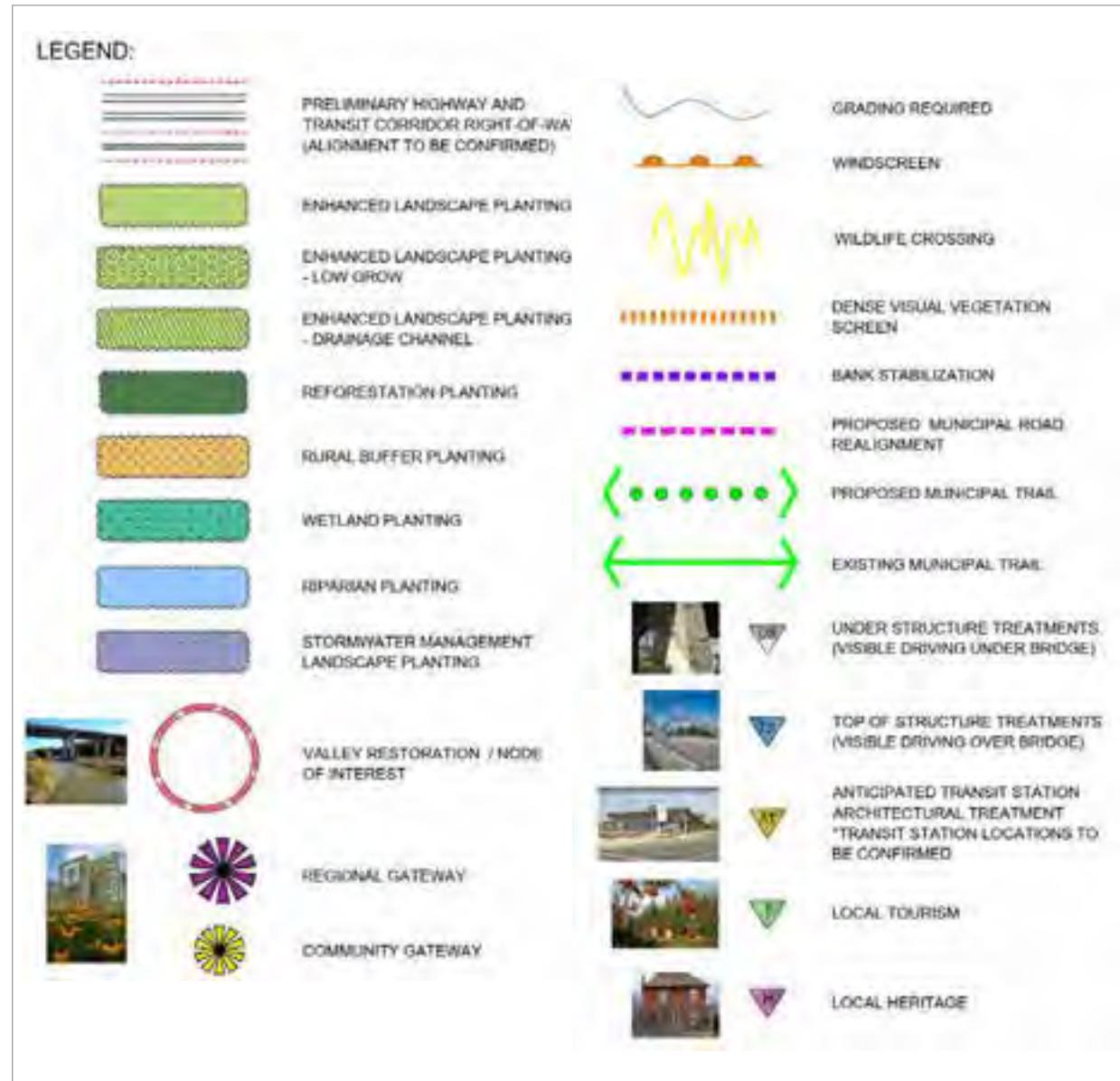
- The transit corridor will be 60m of the total ROW, will run parallel to the GTA West highway and will:
 - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
 - Include stations at strategic locations and provide transit connections with buses onto major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

Identified Community Values and Treatments

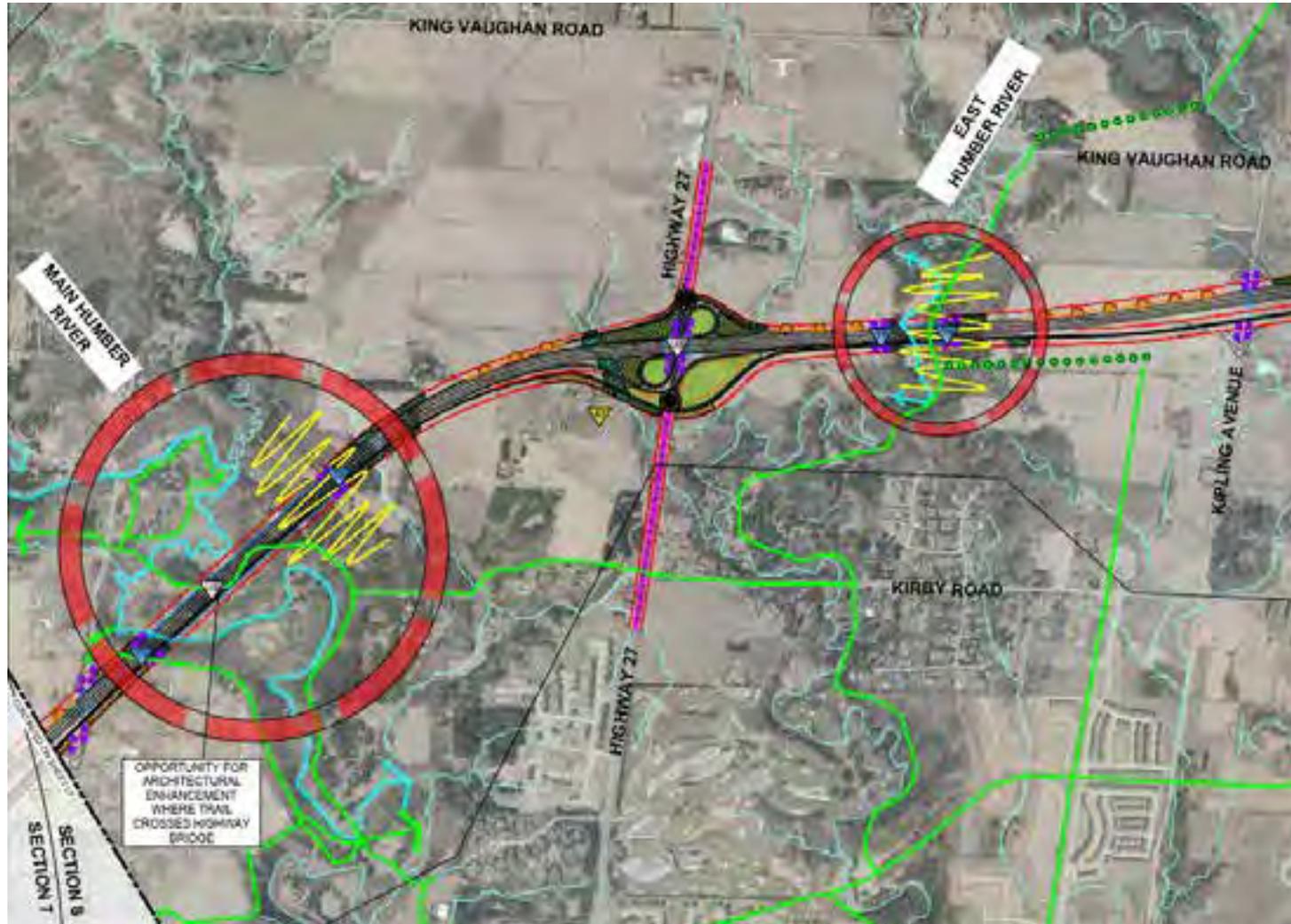
- Summary of feedback from CVP Meeting #2 in November 2020:
 - Looking for treatments that are different than what's been done before.
 - Connectivity:
 - » Active transportation (paved multiuse path, connection on underpasses/overpasses, connections to bus route/trails/municipal networks).
 - » Roundabouts 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.

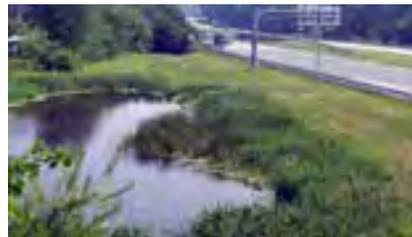


Straw Model Designs Illustrating the CVP Toolkit



* 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.

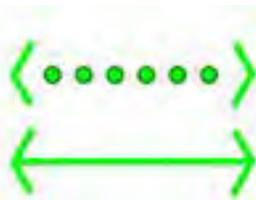
CVP Toolkit and Guiding Principles



- 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.



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- 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.

Next Steps

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

*** Schedule is subject to change**

Open Forum

GTA West Community Value Plan (CVP) - DRAFT Guiding Design Principles

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 |
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| | 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 |

Preliminary Highway and Transit Corridor Right-of-Way (alignment to be confirmed)

- Preliminary design of the alignment for the highway and transit corridor, showing potential right-of-way limits.

Enhanced Landscape Planting (ELP)

Three categories – general, low growing, and drainage channels:

- 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.

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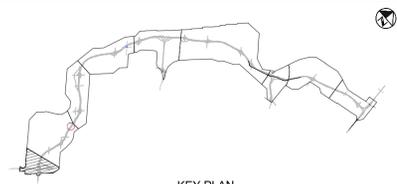
- Unique aesthetic architectural treatment(s) on transit stations that is consistent with regional transit station design.

Local Tourism / Heritage

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Draft Straw Model Designs

CONTINUED ON SHEET L2



KEY PLAN

- LEGEND:**
- PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)
 - ENHANCED LANDSCAPE PLANTING - LOW GROW
 - ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL
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 - RURAL BUFFER PLANTING
 - WETLAND PLANTING
 - RIPARIAN PLANTING
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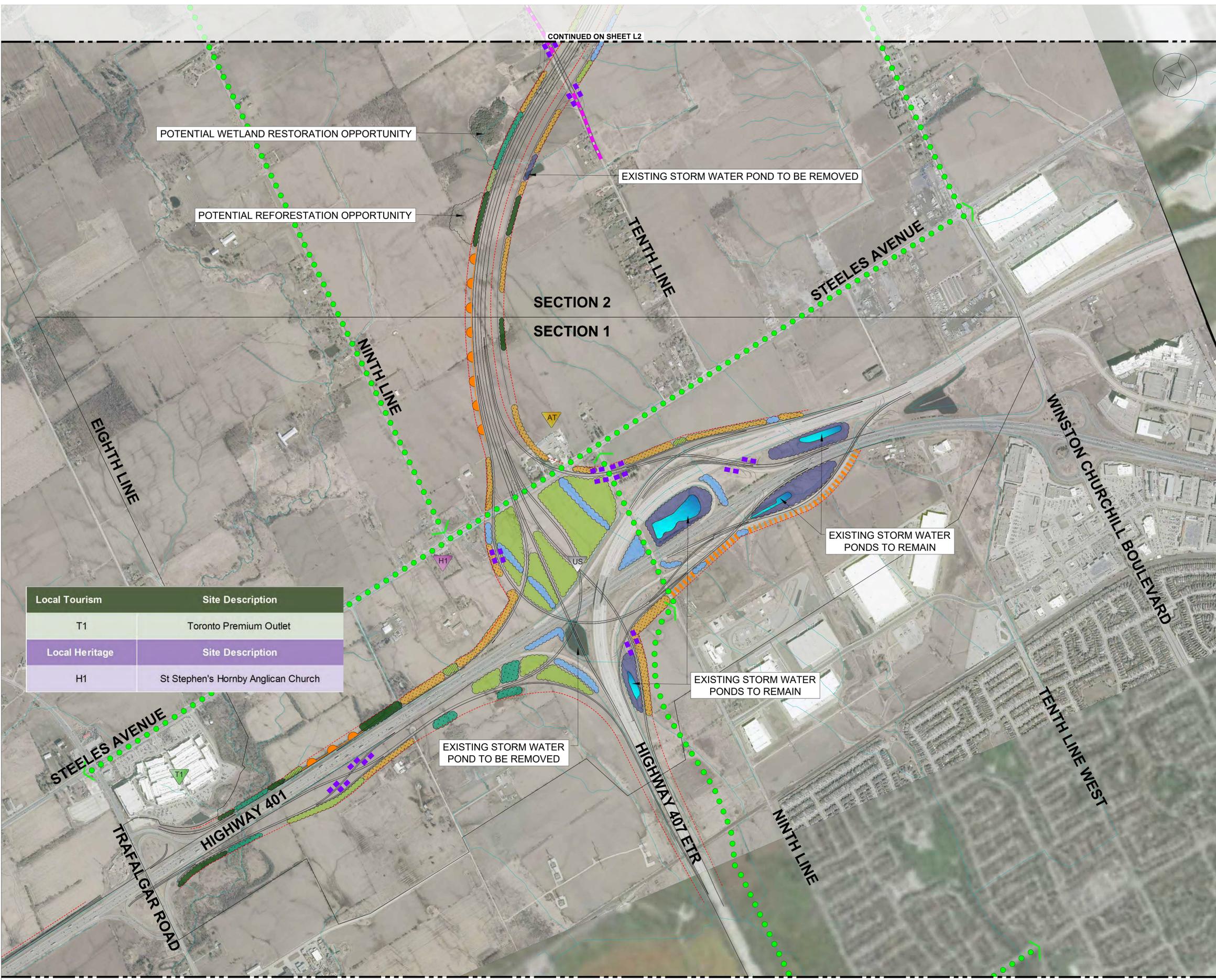
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TITLE
GTA WEST
HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S1-2

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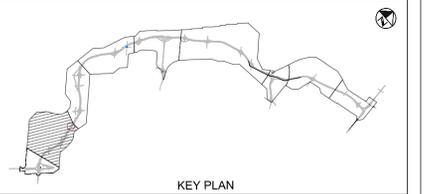
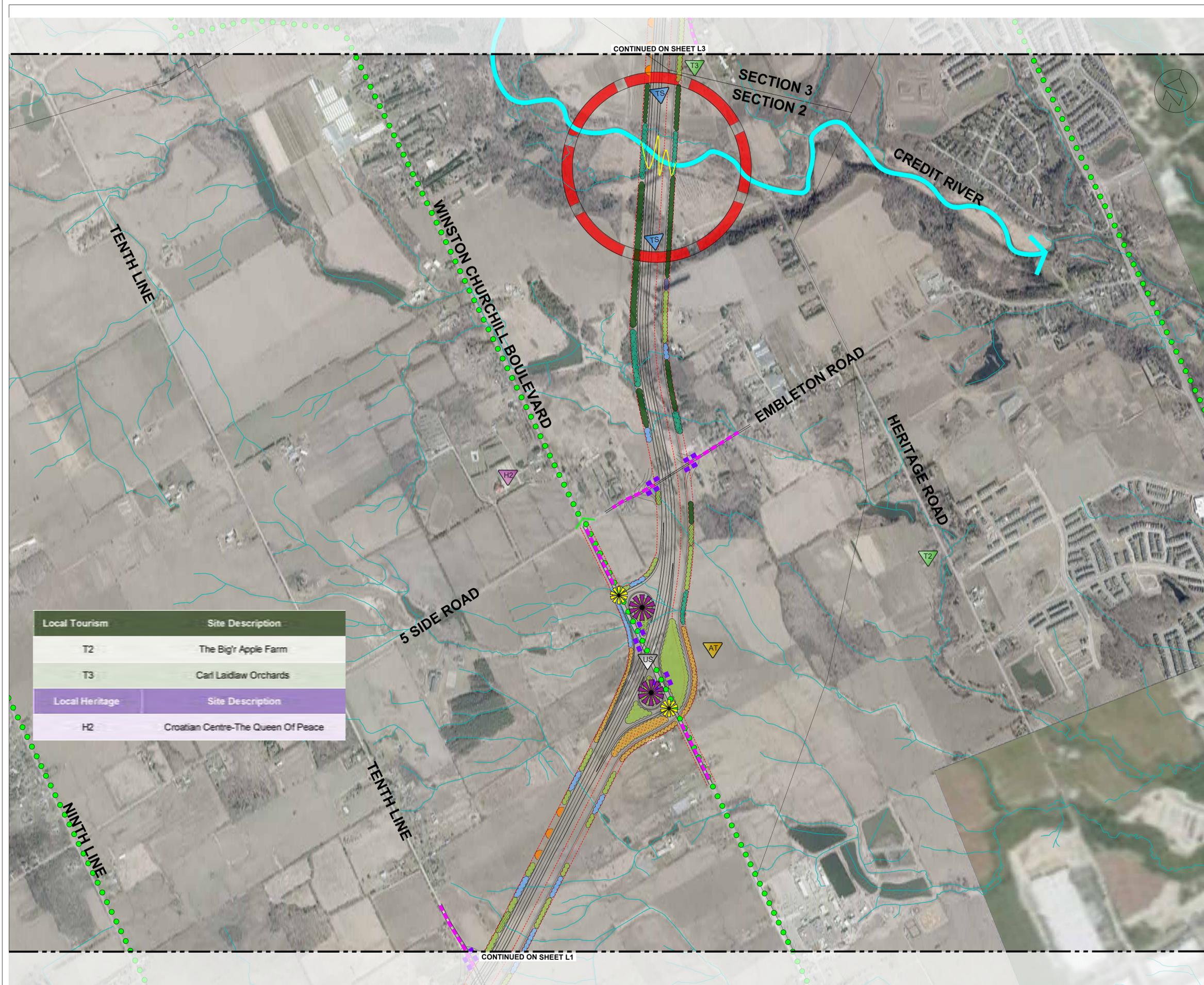


| Local Tourism | Site Description |
|----------------|-------------------------------------|
| T1 | Toronto Premium Outlet |
| Local Heritage | Site Description |
| H1 | St Stephen's Hornby Anglican Church |

END OF HIGHWAY AND TRANSIT CORRIDOR. CORRIDOR MEETS EXISTING HIGHWAY 401 AND 407 ETR

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- LEGEND:
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 - ENHANCED LANDSCAPE PLANTING - LOW GROW
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 - LOCAL TOURISM
 - LOCAL HERITAGE

| Local Tourism | | Site Description | |
|----------------|--|------------------------------------|--|
| T2 | | The Big'r Apple Farm | |
| T3 | | Carl Laidlaw Orchards | |
| Local Heritage | | Site Description | |
| H2 | | Croatian Centre-The Queen Of Peace | |

PLAN IS PRELIMINARY AND SUBJECT TO CHANGE.

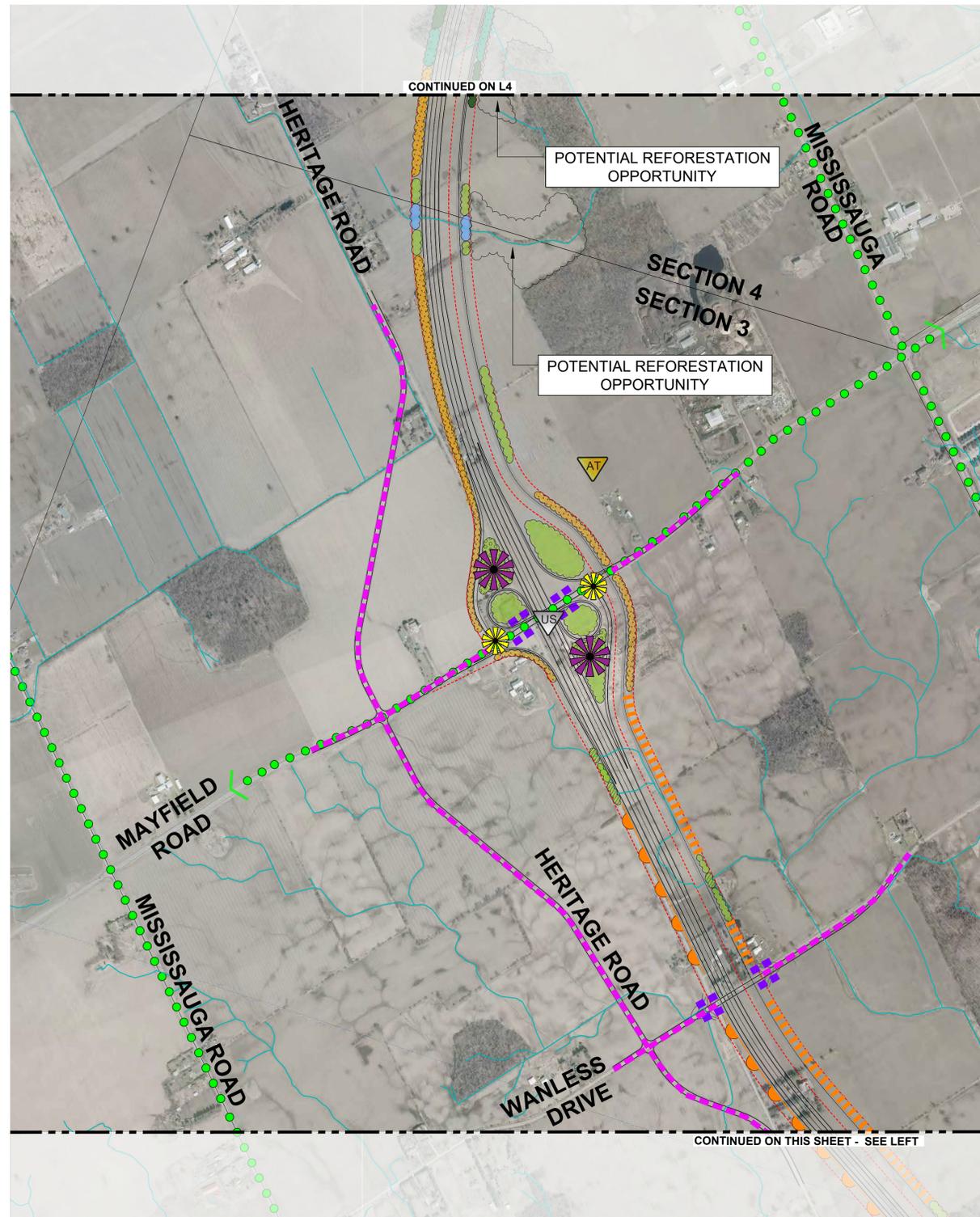
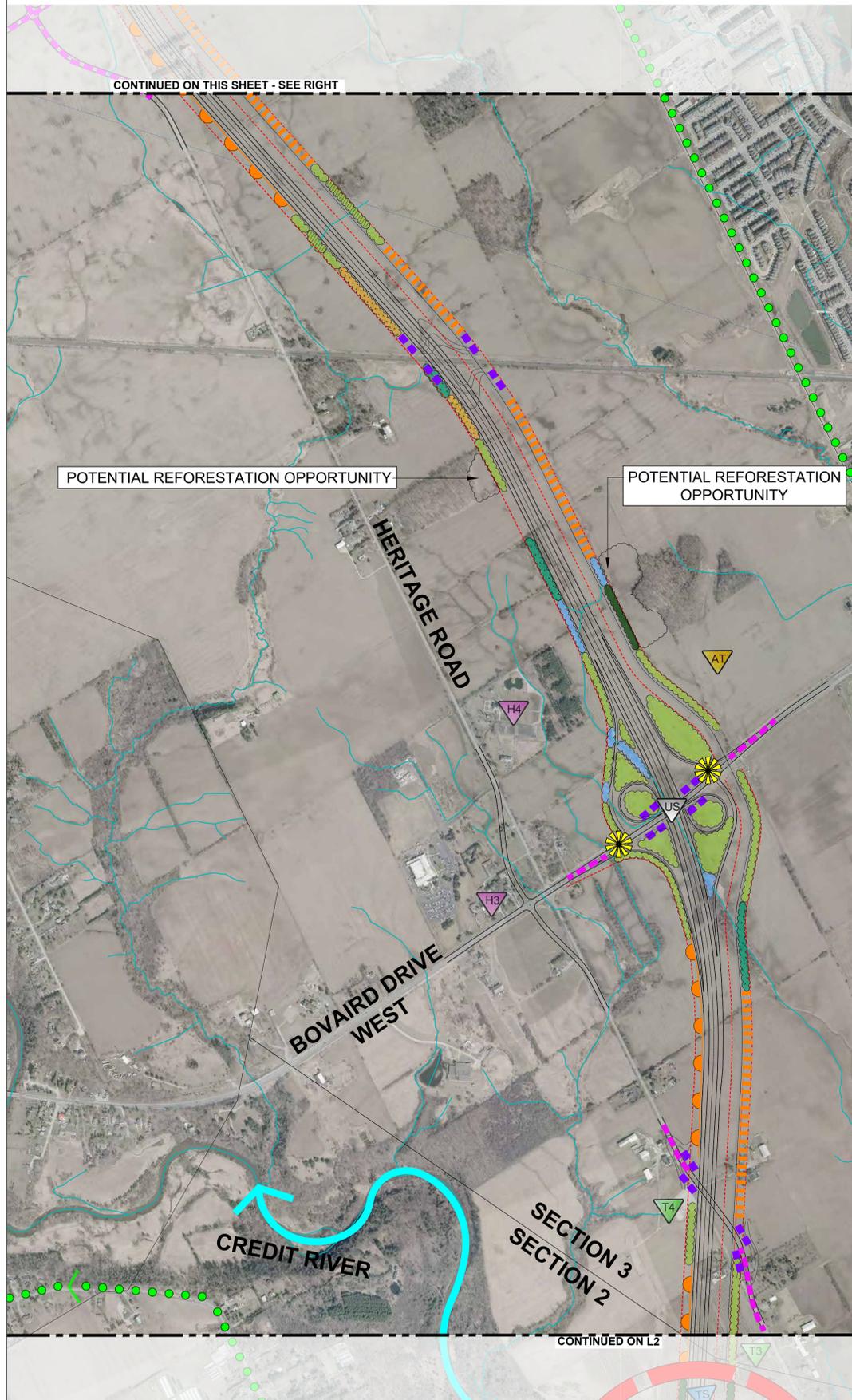
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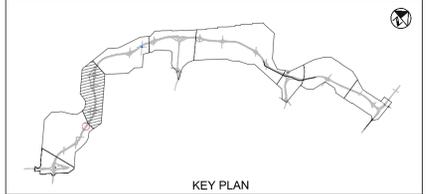
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GTA WEST
HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S2-2

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| Local Tourism | Site Description | Local Heritage | Site Description |
|---------------|---------------------------|----------------|---|
| T3 | Carl Laidlaw Orchards | H3 | Assembly Hall of Jehovah's Witnesses |
| T4 | Apple Factory Farm Market | H4 | St. Elias The Prophet Ukrainian Catholic Church |



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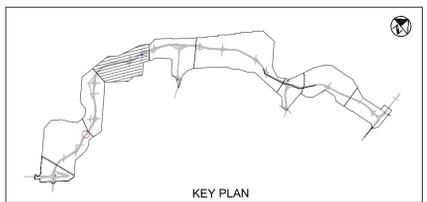
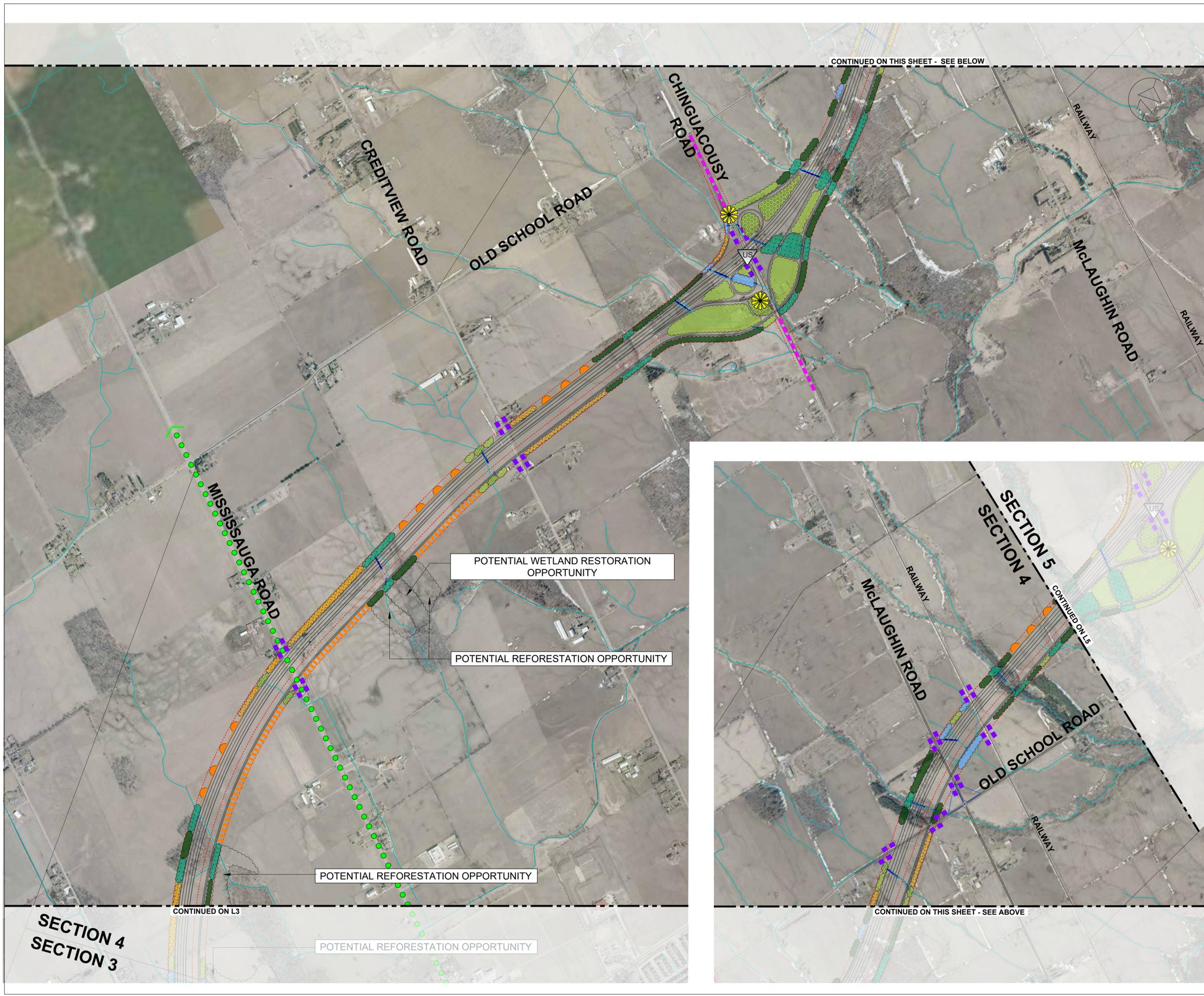
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TITLE
GTA WEST
HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S3-4M

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- LEGEND:**
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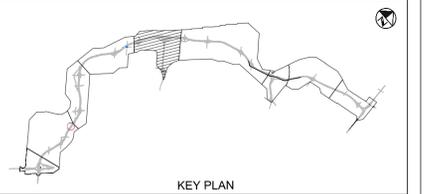
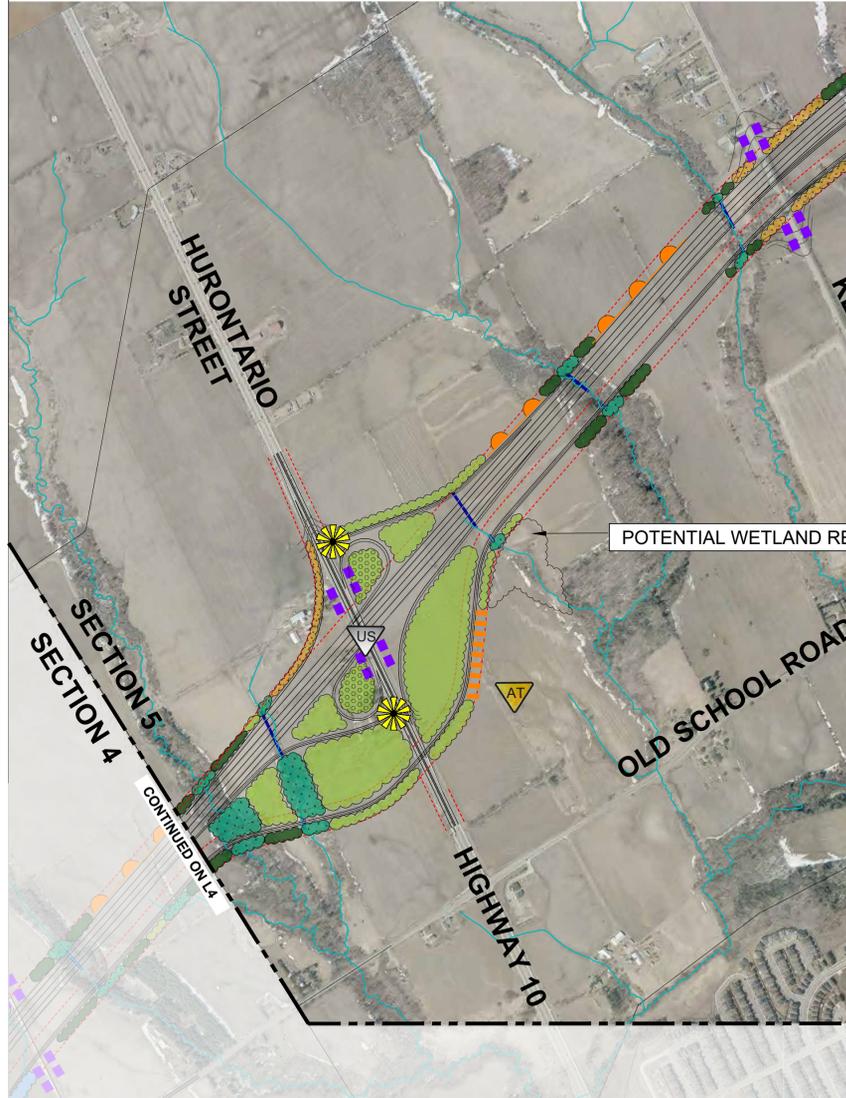
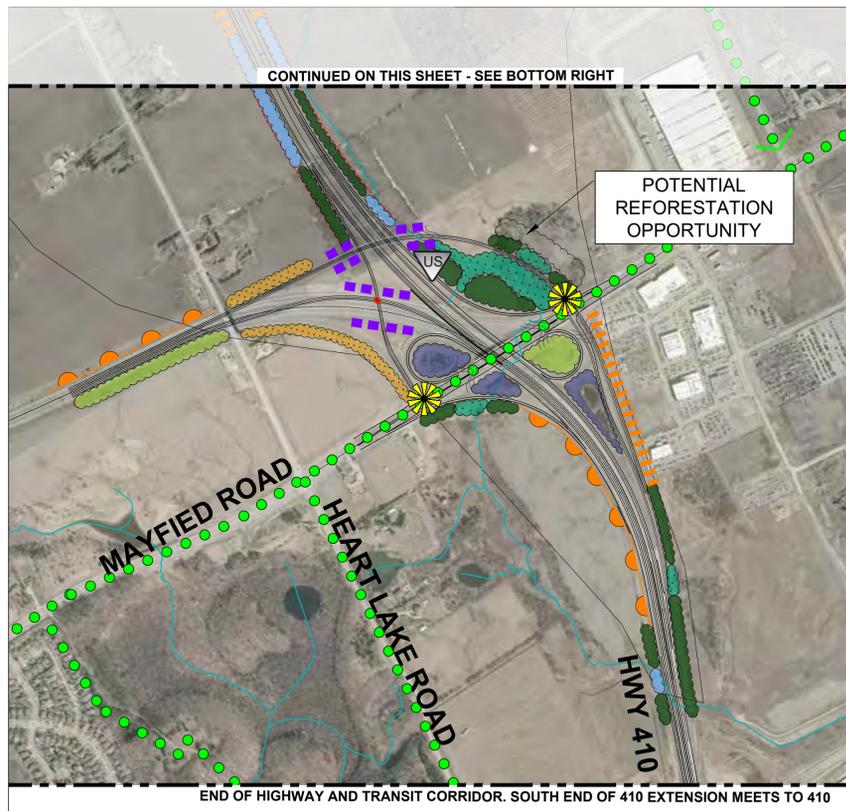
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TITLE
GTA WEST
 HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S4-1

Scale 1:8000 Drawing NO SHEET L4 OF L9

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- LEGEND:**
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 - ENHANCED LANDSCAPE PLANTING - LOW GROW
 - ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL
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 - RURAL BUFFER PLANTING
 - WETLAND PLANTING
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 - PROPOSED MUNICIPAL TRAIL
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 - ANTICIPATED TRANSIT STATION ARCHITECTURAL TREATMENT *TRANSIT STATION LOCATIONS TO BE CONFIRMED
 - LOCAL TOURISM
 - LOCAL HERITAGE

PLAN IS PRELIMINARY AND SUBJECT TO CHANGE.

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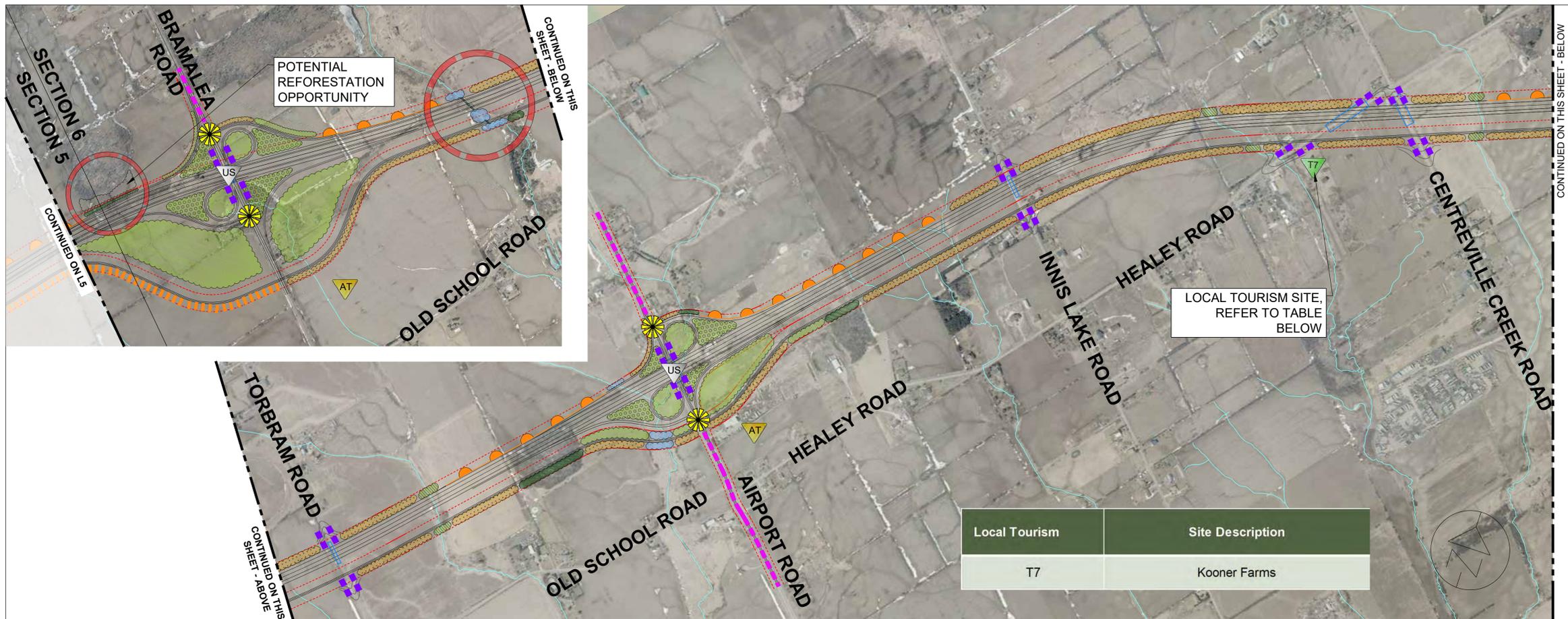


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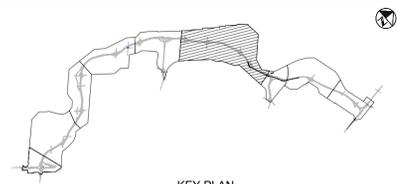
Scale 1:8000 Drawing NO SHEET L5 OF L9

| Local Tourism | Site Description |
|----------------|------------------------|
| T5 | Downey's Estate Winery |
| T6 | Downey's Apple Farm |
| Local Heritage | Site Description |
| H5 | Mayfield United Church |

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| Local Tourism | Site Description |
|---------------|------------------|
| T7 | Kooner Farms |



- LEGEND:**
- PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)
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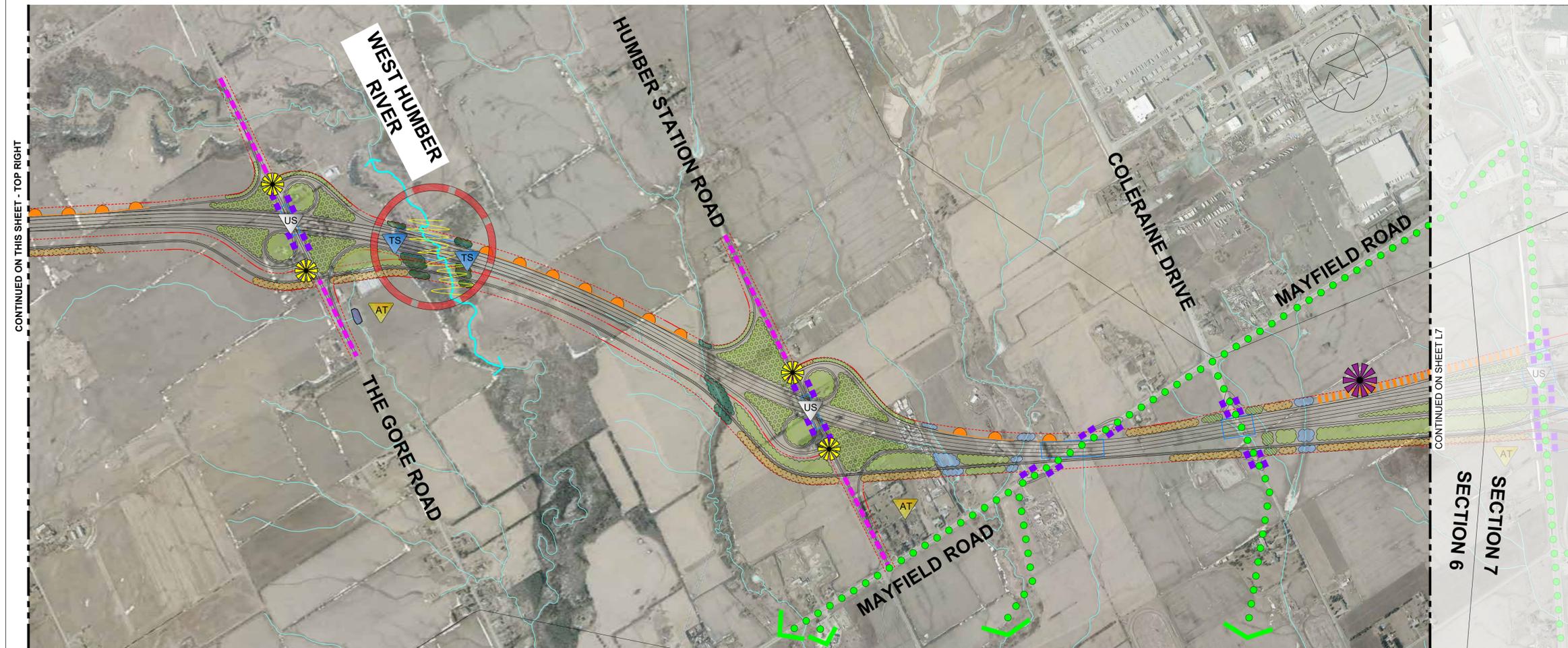
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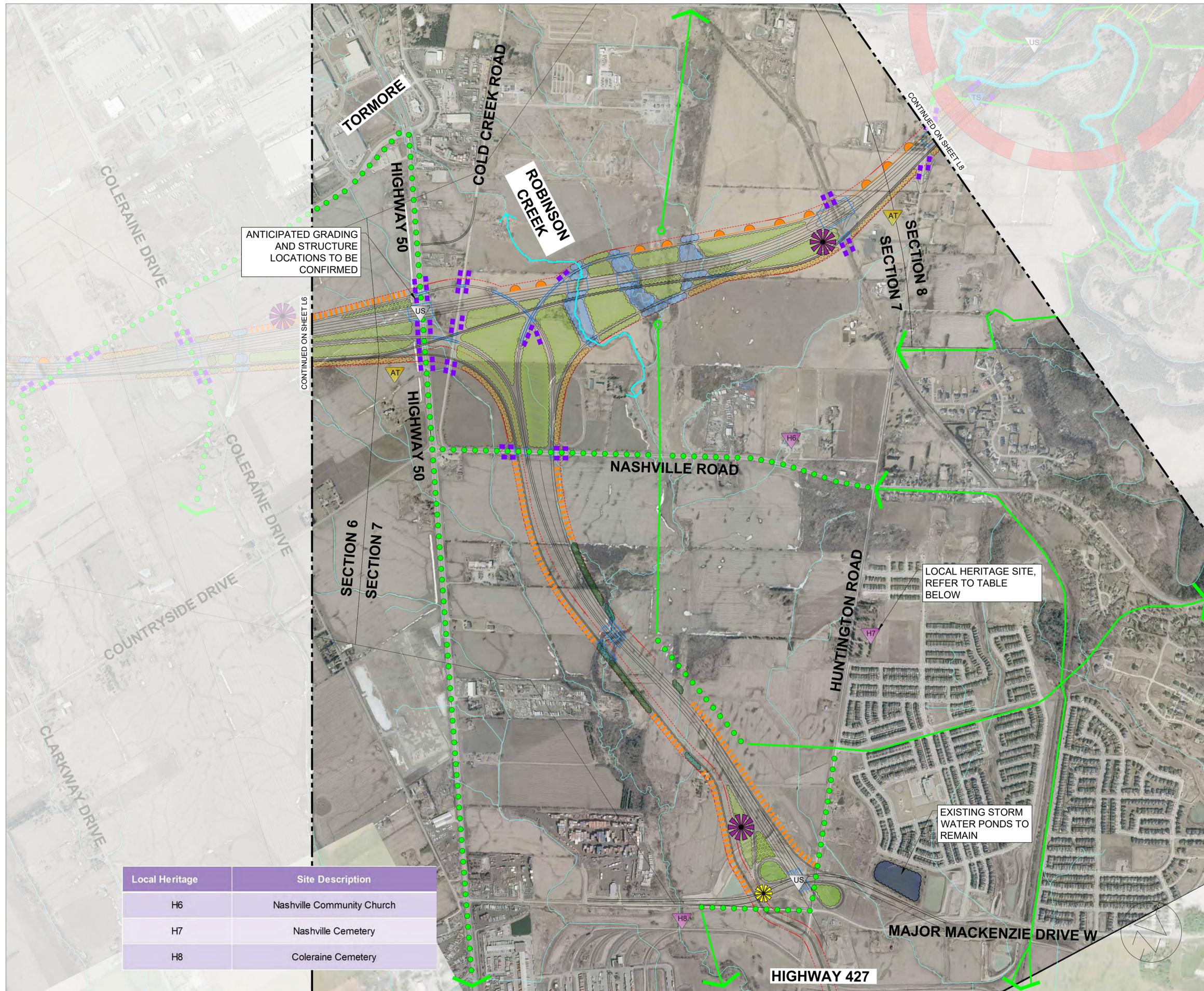
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 COMMUNITY VALUE PLAN
 ALTERNATIVE S6-1 / S6-1M

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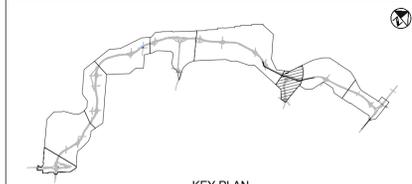


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| Local Heritage | Site Description |
|----------------|----------------------------|
| H6 | Nashville Community Church |
| H7 | Nashville Cemetery |
| H8 | Coleraine Cemetery |



- LEGEND:**
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 - LOCAL TOURISM
 - LOCAL HERITAGE

PLAN IS PRELIMINARY AND SUBJECT TO CHANGE.

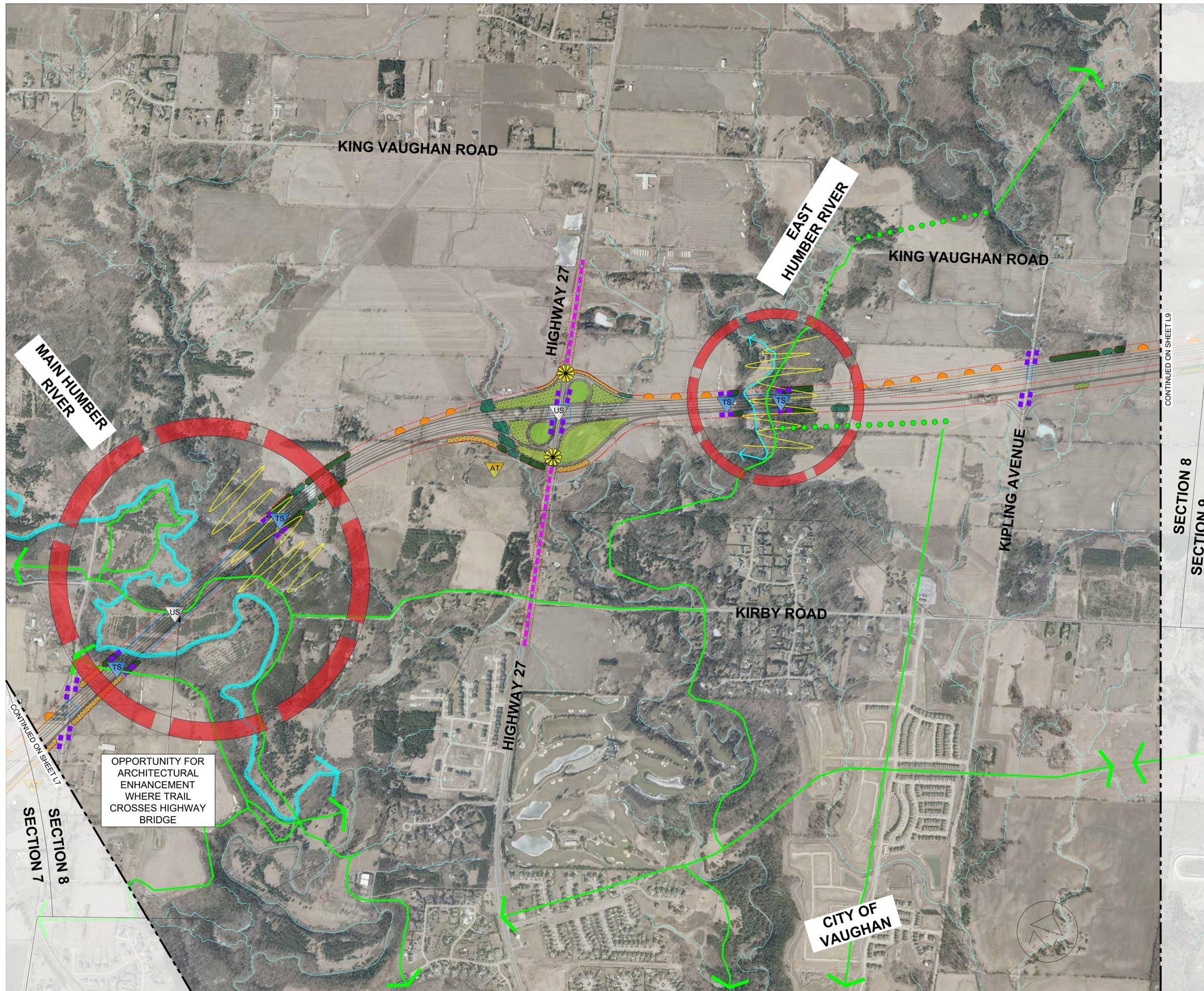
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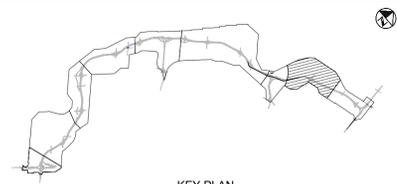
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HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S7-14

Scale 1:8000 Drawing NO SHEET L7 OF L9

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OPPORTUNITY FOR ARCHITECTURAL ENHANCEMENT WHERE TRAIL CROSSES HIGHWAY BRIDGE



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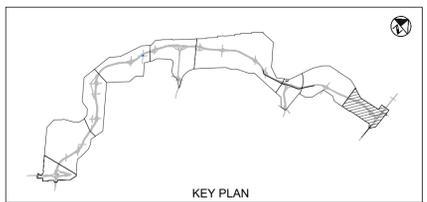
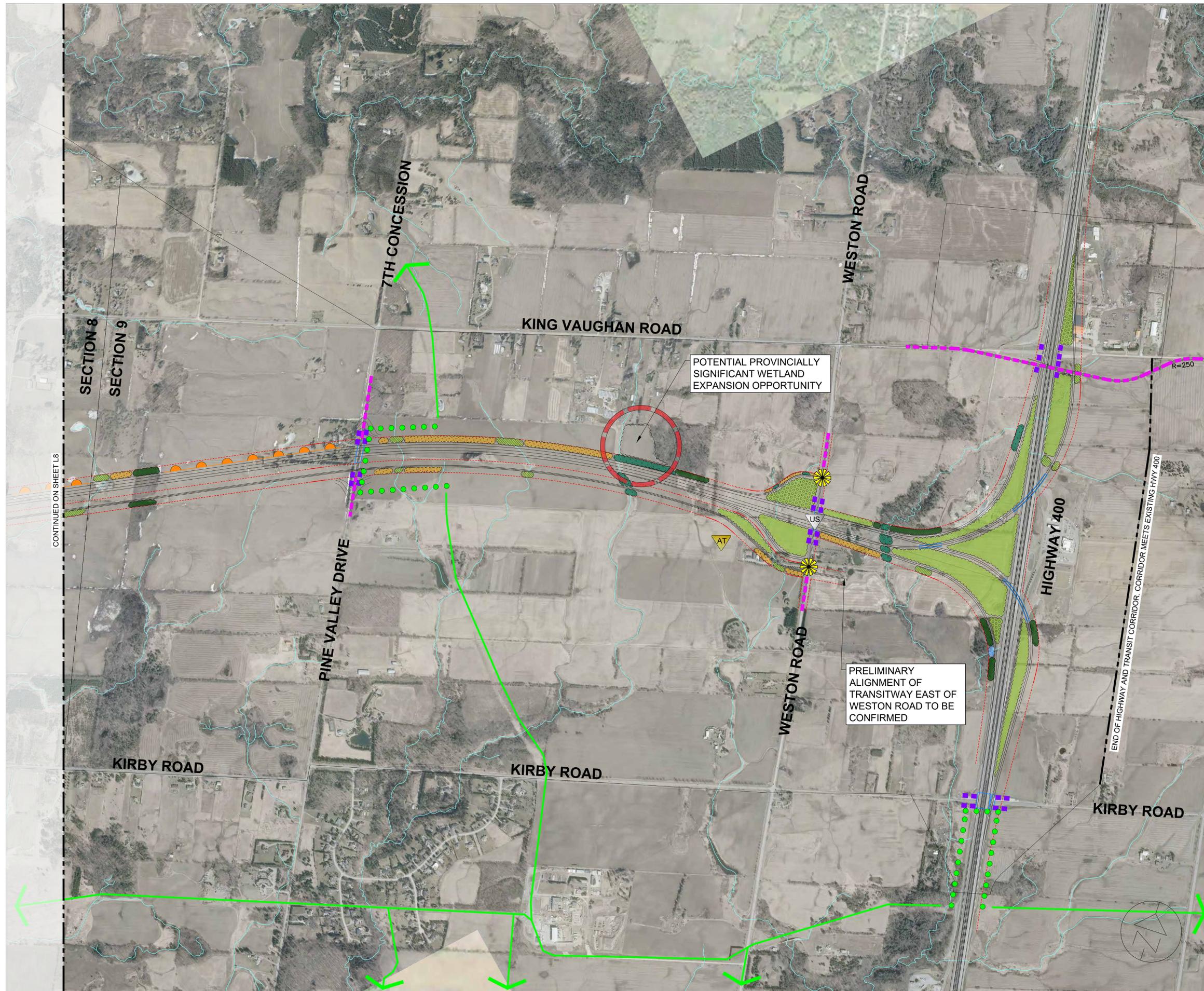
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TITLE
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HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S8-5

Scale 1:8000 Drawing NO SHEET L8 OF L9

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| NO | Date | By | REVISIONS | MANU CAD |



Ontario

TITLE
 GTA WEST
 HIGHWAY AND TRANSIT CORRIDOR
 COMMUNITY VALUE PLAN
 ALTERNATIVE S9-1

Scale 1:8000

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Synopsis of Feedback and MURAL Notes from CVP Meeting #3



Key comments and questions raised by CVP Team members:

| General Questions and Comments |
|--|
| <p>Are all CVP Toolkit features within the 170m right-of-way (ROW) or do some features fall within the broader Focused Analysis Area?</p> <ul style="list-style-type: none"> Response: The majority of the features fall within the typical 170m ROW, but some will fall within the expanded ROW areas around features such as stormwater management ponds. |
| <p>Will the Ministry agree to the Toronto and Region Conservation Authority's (TRCA) Voluntary Project Review (VPR)? There are important biodiversity areas in Vaughan, which fall under TRCA jurisdiction.</p> <ul style="list-style-type: none"> Response: TRCA is being consulted and we meet regularly to discuss issues such as species at risk and wildlife movement. Response: MTO met with TRCA about their VPR to understand the process. MTO is also meeting with industry partners to understand how the VPR process was undertaken for their projects. MTO is taking this request seriously. |
| <p>I am struggling to understand if these CVP Toolkit features will be the responsibility of MTO or municipalities.</p> |
| <p>This meeting was good to help inform stakeholders. The Project Team should do these types of meetings on a more frequent basis for the broader community. On the next version of the CVP roll plans, I want to see more hard features that affect quality of life (e.g. noise barriers).</p> |
| <p>How do we connect with the Northwest GTA Transmission Corridor Identification Study Team?</p> <ul style="list-style-type: none"> Response: The e-mail address for the Northwest GTA Transmission Corridor Identification Study Team is NWGTATransmissionCorridor@ontario.ca. |
| <p>I am concerned about the potential impacts to the Valleywood Community including traffic impacts, emergency service access, noise and air quality, and am eagerly waiting for more information on the fate of the existing Highway 10.</p> |
| <p>Thank you for this forum and listening.</p> |
| <p>Certain institutions, i.e. hospitals, should have signage treatment in the CVP Toolkit similar to Local Heritage. The Bramalea Road transit bus services the hospital, the Mayfield Community Complex and two schools at Mayfield Road. There is also an express bus to the GO Train Station.</p> |
| Application of the CVP Toolkit – Section 1 |
| <p>Are there any indicators for where the highway would be below grade? Is the corridor entirely at-grade or above grade?</p> <ul style="list-style-type: none"> Response: The corridor is predominantly at-grade. There will be areas where it goes below or above a municipal roadway or over a watercourse. |
| <p>I am a member of the Halton Hills Active Transportation Committee. Ninth Line and Eighth Line will get multiuse paths. Will there be a place to park bicycles at transit stations and will you connect to municipal active transportation routes?</p> |

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| <ul style="list-style-type: none"> • Response: Yes, bike parking will be protected for at transitway stations and there will be connections to some municipal active transportation routes. <p>Will this be similar to what is done in Ottawa with their transitway stations?</p> <ul style="list-style-type: none"> • Response: Yes. | |
| <p>If you are driving on Highway 407 from Mississauga, how are you proposing to connect to the GTA West Corridor? If parts of the corridor are not constructed in the first phase, are you still providing connections in all directions?</p> <ul style="list-style-type: none"> • Response: We are providing ramps that will take you in any direction between the GTA West Corridor, Highways 401 and 407. All ramps will be high speed ramps that accommodate 80-100 km/hr speeds. | |
| <p>How do you propose to buffer noise for St. Stephen’s Church? We would like to see a noise barrier or something more effective than just a vegetative buffer.</p> <ul style="list-style-type: none"> • Response: You won’t see noise mitigation measures on the straw model designs at this stage because we haven’t completed the noise impact assessment report. Once the report is complete, and if there are recommendations for noise mitigation, the CVP plans will be updated to include those noise mitigation measures in the recommended areas. | |
| <p>The corridor will come close to St. Stephen’s Church. What is the distance between the church property and corridor?</p> <ul style="list-style-type: none"> • Response: This will need to be confirmed, but based on the map’s legend, we are eyeballing it at about 170m. | |
| <p>Will there be any improvements on Steeles Avenue in terms of installation of utilities?</p> <ul style="list-style-type: none"> • Response: This area will be fully serviced in the long-term, but this is a Town of Halton Hills initiative so please contact the Town for more information. | |
| <p>When will the noise impact assessment report be ready?</p> <ul style="list-style-type: none"> • Response: We are waiting on the final traffic counts and the final corridor alignment, then we can assess the noise impacts and requirements for noise mitigation. This will take a few months to complete. | |
| <p>Why isn’t the electricity transmission corridor shown on the maps?</p> <ul style="list-style-type: none"> • Response: It is a separate study by IESO and ENDM. Their corridor may be adjacent to the GTA West highway and transit corridor, however that alignment is being determined by a separate project team under a separate study. | |
| <p>Application of the CVP Toolkit – Section 2</p> | |
| <p>Credit Valley Conservation is working on trail development. Are you in consultation with them?</p> <ul style="list-style-type: none"> • Response: We are meeting with all conservation authorities in the study area and one topic we are discussing is their trail plans. The GTA West Project Team is looking at opportunities to connect as we progress through the preliminary design. | |
| <p>One issue I brought up at the last CVP meeting was roundabouts. Are you considering them?</p> | |

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| <ul style="list-style-type: none"> • Response: Most of the interchanges will be Parclo A4 style, but there may be opportunities for roundabouts at the intersections with municipal roads. Specific to Winston Churchill Boulevard, we are protecting for an ultimate 6-lane cross-section on the municipal roadway and this may preclude a roundabout at this location. The maximum number of lanes for a roundabout is 4-lanes. We are considering roundabouts at other locations. |
| <p>With respect to interchanges with regional roads, how do you know how many lanes to account for on the municipal road?</p> <ul style="list-style-type: none"> • Response: Our traffic model will identify traffic requirements to 2041 and the results will guide us in the number of lanes required on intersecting municipal roads. Municipalities also have transportation master plans that are being referenced in the design. |
| <p>North of Embleton Road there is a TransCanada Pipeline (TCPL) pipeline and a significant crossing of the Credit River that are major considerations in the alignment and CVP treatments.</p> <ul style="list-style-type: none"> • Comment noted. |
| <p>I would like to see as many connections to trails as possible for accessibility purposes for people that make the decision to travel by active transportation.</p> <ul style="list-style-type: none"> • Response: Different municipalities have different levels of design for their active transportation master plans. We are referencing plans from the municipalities and looking to make connections, where possible. |
| <p>Application of the CVP Toolkit – Section 3</p> |
| <p>Why is Heritage Road being realigned?</p> <ul style="list-style-type: none"> • Response: During the route planning stage, we looked at various locations for the corridor and the preferred location is in direct conflict with Heritage Road. The Ministry has a standard that all new intersecting roads need to be a certain distance from ramp terminals (approximately 400m) and that sets the realignment requirement for Heritage Road. |
| <p>The Hall of Jehovah’s Witness is in the wrong place. It should be on the west side of Heritage Road. What is identified is actually the St. Elias Ukrainian Church. We share the same concern around noise mitigation. What is being done to mitigate noise and air quality as services are often conducted outside? Are there any projections for how long construction will last? St. Elias Ukrainian Church has heritage designation from the City of Brampton under the Heritage Act. Aesthetics and heritage preservation should be connected. Members of the parish and local community visit the church and enjoy the aesthetics.</p> <ul style="list-style-type: none"> • Response: We need traffic counts and a final corridor alignment to complete both the noise and air quality assessments. For air quality, we are looking at regional impacts and for the noise assessment, we will be identifying noise sensitive areas. We will look at potential mitigation for areas requiring mitigation. • Response: We can’t speculate on construction timing. This depends on how the Ministry decides to implement the project. It could be constructed as one large contract or broken down into multiple contracts. |

It would be beneficial to add on the maps the City of Brampton’s educational campus located at Bovaird Drive and Heritage Road. The GTA West project team needs to meet with the City of Brampton to understand their vision for this area. We don’t see how their vision has been incorporated into these plans. The transit stations on the GTA West maps don’t match what City staff have identified for their community. Let’s not have different levels of government doing different things.

- Comment noted.

Is the realignment of Heritage Road part of MTO’s scope of work?

- Response: Since the realignment is being triggered by the GTA West Corridor, the province would complete the work and then turn the road back over to the City.

You said the Section 3 alignment was preferred, which resulted in the need to realign Heritage Road. Why is it preferred and who made that determination?

- Response: The GTA West Project Team looked at 5 alignments in this area. The Preferred Route connects well to the preferred crossing of the Credit River in Section 2, avoiding impacts to designated natural areas and minimizing significant impacts to existing institutional facilities. The Preferred Route in Section 3 is also considered the most constructable and supports traffic safety and operations.

I find this preference strange since the [Section 3] alignment is so close to a subdivision.

- Response: There were other Section 3 route alignments which went even closer to the subdivision [S3-1 & S3-5].

Was the realignment of Heritage Road factored into the evaluation of alternatives?

- Response: Yes, we did consider the realignment of Heritage Road in the evaluation.

Application of the CVP Toolkit – Section 4

What will happen to the cluster of houses to the south of the interchange on Chinguacousy Road?

- Response: More work on the preliminary design needs to be done to confirm property requirements in this location. We can’t say with certainty, but we can offer that the pink dashed line represents a road realignment in this area. There will be varying impacts in this area, but we don’t yet know the extent of the impacts on the properties.

Application of the CVP Toolkit – Section 5

Are you aware of the UPS Distribution Centre planned in the area and how was the corridor planned in consideration?

- Response: We are aware of a planned UPS Centre around the extension of Highway 410. The planning is really the opposite, in which UPS has planned its location around the GTA West Corridor.

I am concerned about residential areas being encircled by the various freeways in the Highway 410 area and the associated potential noise impacts.

- Response: With the exception of noise, which is still under assessment and for which we are awaiting impact assessment results, we made efforts to look at adjacent communities and incorporate buffers where needed. Rural buffers were utilized where we had more room, whereas the dense vegetation screening was utilized in areas where we had less space for mitigation. We are considering approved developments and are coordinating with municipalities.

What is the fate of the existing Highway 10/410?

- Response: The existing Highway 10 will be kept open, but the main part of Highway 410 will be realigned north to connect with the GTA West Corridor. We expect the majority of through traffic to choose to use the Highway 410 extension rather than using existing Highway 10, but this will be confirmed by the traffic analysis.

With respect to the Valleywood Community, will there be both a Highway 10 and Highway 410? Will Highway 10/Hurontario Street become a Regional Road?

- Response: Highway 410 will extend straight north to connect to the GTA West Corridor, and the current Highway 410/10 may be downloaded to the Municipality, but this is to be confirmed.

We request improved fire and emergency services access to the Valleywood Community. How will members of the public learn of the final designation of Highway 10?

- Response: The timing of this decision is unknown, but we may have more information at our next Public Information Centre (PIC).

The Orangeville Brampton Railway may become a trail along Hurontario Street.

- Comment noted.

Application of the CVP Toolkit – Sections 6 and 7

Please clarify how many lanes will be on Bramalea Road.

- Response: The Town of Caledon requested 4 lanes on Bramalea Road.

Will there be a catch basin in the Bramalea Road interchange and if so, where?

- Response: We still need to determine these requirements.

Can we get a copy of these CVP maps?

- Response: Yes, we will upload them to the project website in the upcoming days.

Is there an interchange at Coleraine Drive?

- Response: There is not an interchange recommended at Coleraine Drive. There will be an interchange at Humber Station Road. We considered quite a number of interchange locations in consultation with Peel Region and the Town of Caledon.

What is the cost of the GTA West Corridor and how much has been spent on the project to date?

- Response: The estimate for the cost of the GTA West Corridor in 2013 was \$2.2 – 2.3 billion. As the design progresses, we will prepare an updated cost estimate. To date, the Ministry has spent approximately \$24 million on the route planning and preliminary design work.

Are OnRoute centres being considered? What about truck inspection stations?

- Response: The Project Team is investigating opportunities for truck inspection stations, particularly where space exists.
- Response: With respect to OnRoute centres, the Ministry is discussing this internally and referencing their policies in this decision.

How were the transit station locations determined?

- Response: We are showing many options for locations at this stage, but they may not all be carried forward to the final preliminary design. We are comparing the benefits and drawbacks of each. We considered transit stations at all crossing roads and looked at connections to the higher order transit network and then screened down the locations to the ones you see today. At each of the interchanges where we show transit stations, we are looking at options on both sides of the road.

How are you prioritizing transit plans?

- Response: We referenced the transit network shown in the Regional Transit Plan by Metrolinx, which compiled provincial and municipal initiatives. We supplemented this with municipal area transportation master plans. The screening was updated in 2019 and we continue to monitor for updates. All of these stations were shown at PIC 2 in Fall 2019.

We have a goal of not breaking up parcels of farmland but if this does happen, there needs to be a means for farmers to move their equipment through underpasses so they do not have out-of-way travel to get between fields.

- Response: These mitigation measures are not yet shown on the mapping, but agricultural movement is a consideration that will be included as we complete our Agricultural Impact Assessment, or equivalent study.

Has any construction started related to the GTA West Study or the Northwest GTA Transmission Corridor Identification Study?

- Response: No construction has taken place related to the GTA West Study or Northwest GTA Transmission Corridor Identification Study, to the best of our knowledge.

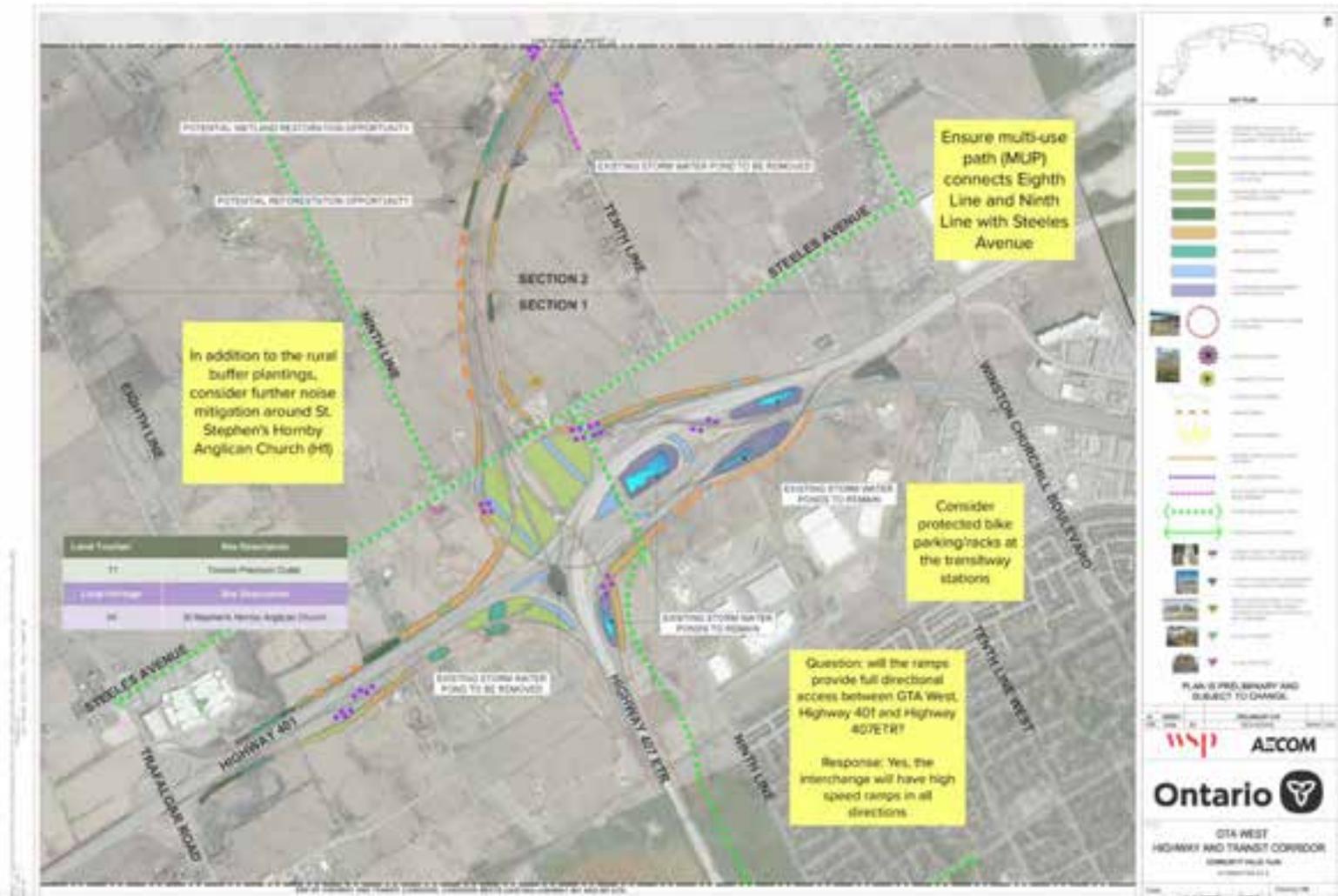
Application of the CVP Toolkit – Section 8

Update the mapping to show conservation authority lands.

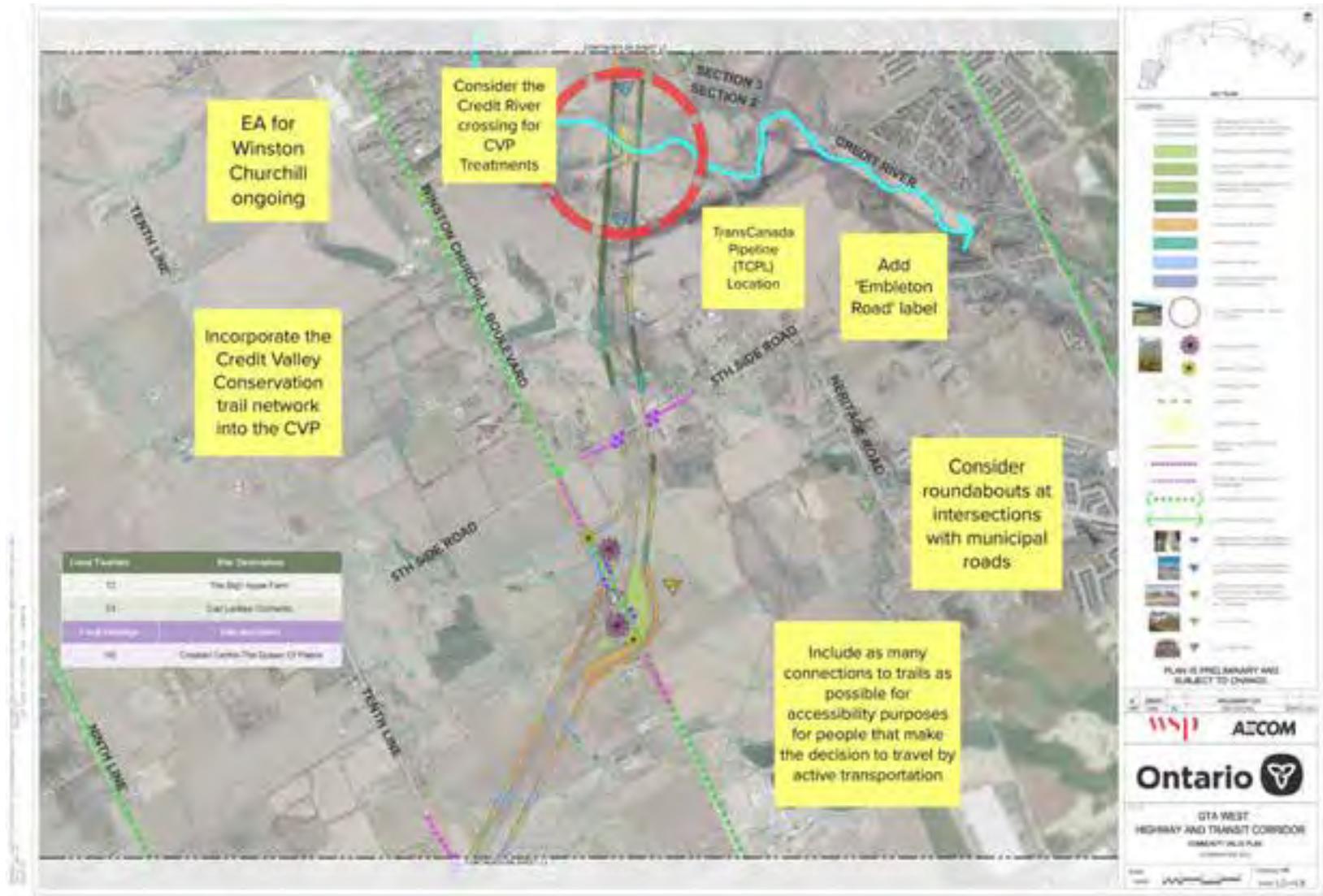
- Comment noted.

| |
|---|
| <p>When is construction starting?</p> <ul style="list-style-type: none"> • Response: This is unknown at this stage. We need time to understand the project schedule implications due to the Federal Impact Assessment Act (IAA) designation. We also need to determine the delivery model, should the project move ahead to future stages of design and construction. |
| <p>There is a lot of residential land use in Section 8. Will noise studies be undertaken in this area?</p> <ul style="list-style-type: none"> • Response: We will be conducting a noise impact assessment for all identified noise sensitive areas. |
| <p>When will the noise assessments be undertaken? As part of this study?</p> <ul style="list-style-type: none"> • Response: We will conduct the noise impact assessment as part of this study. |
| <p>Has a decision been made about tolling or privatization?</p> <ul style="list-style-type: none"> • Response: No decisions have been made at this time. MTO will have those discussions internally once the design progresses further. |
| <p>Noted Federal IAA designation and unknown implication to project schedule.</p> <ul style="list-style-type: none"> • Response: The project has now been designated but it is still to be determined whether a Federal Impact Assessment is required. Information is on the project website. |
| <p>Application of the CVP Toolkit – Section 9</p> |
| <p>There is a Provincially Significant Wetland (PSW) in the area of Highway 400 and King-Vaughan Road. Why are you realigning a municipal road in this area?</p> <ul style="list-style-type: none"> • Response: The municipality requested that we not preclude a future interchange at this location, so we needed to show a realignment at King-Vaughan Road to accommodate this request. Any future interchange at this location would be the responsibility of the municipality and be subject to a municipal environmental assessment. |
| <p>Where the GTA West Corridor merges with Highway 400, has thought been given to the traffic impacts on Highway 400 and regional roads in the area?</p> <ul style="list-style-type: none"> • Response: We will be undertaking a traffic operations study which will suggest the number of lanes required on ramps and other design features in the area. The ramps are being designed to a high standard so they can accommodate high speeds. This will help to reduce issues with operational performance and weaving between the GTA West Corridor and Highway 400. |

Feedback collected on MURAL during CVP Meeting #3:



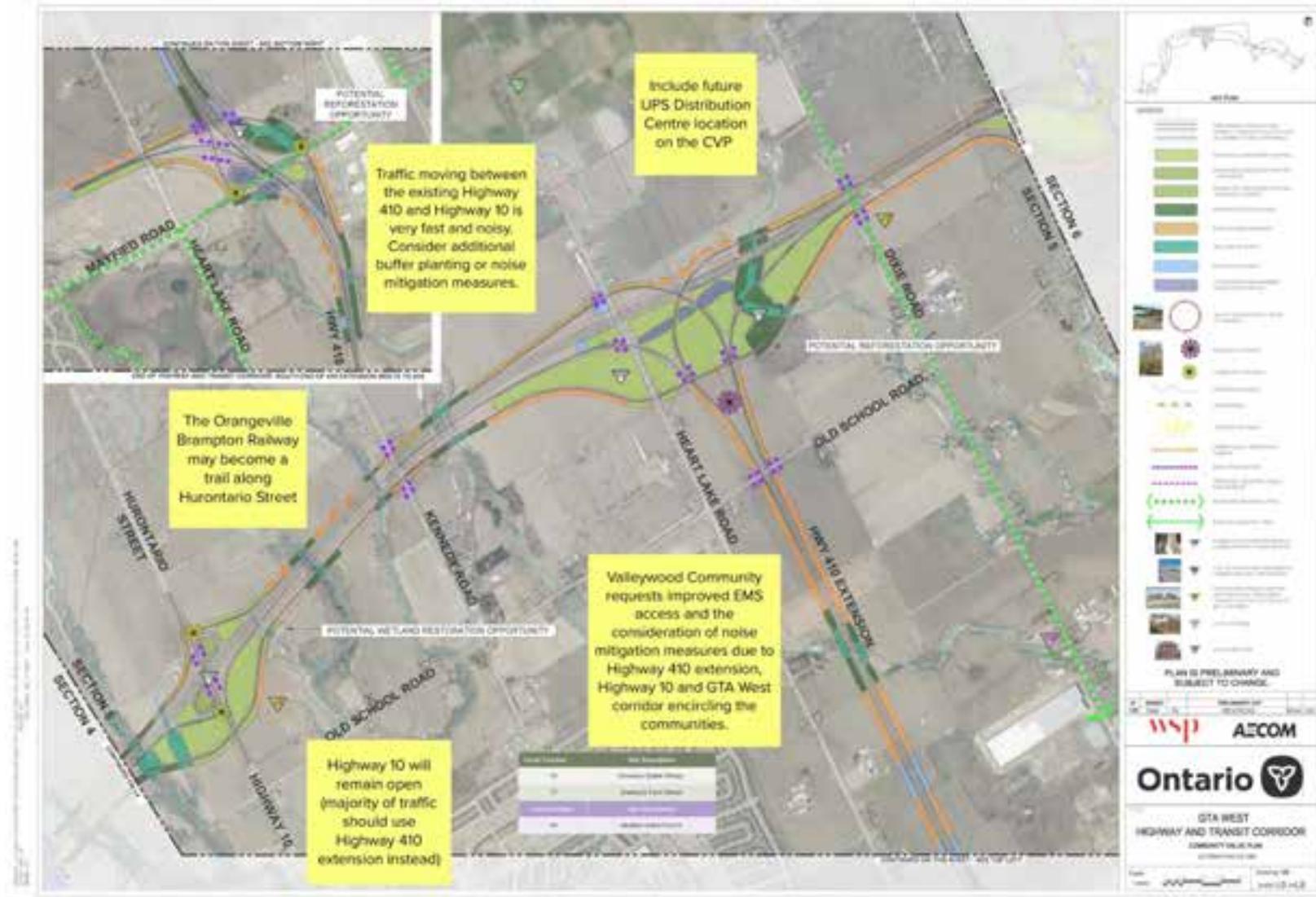
Feedback on Section 1 Draft Straw Model Design



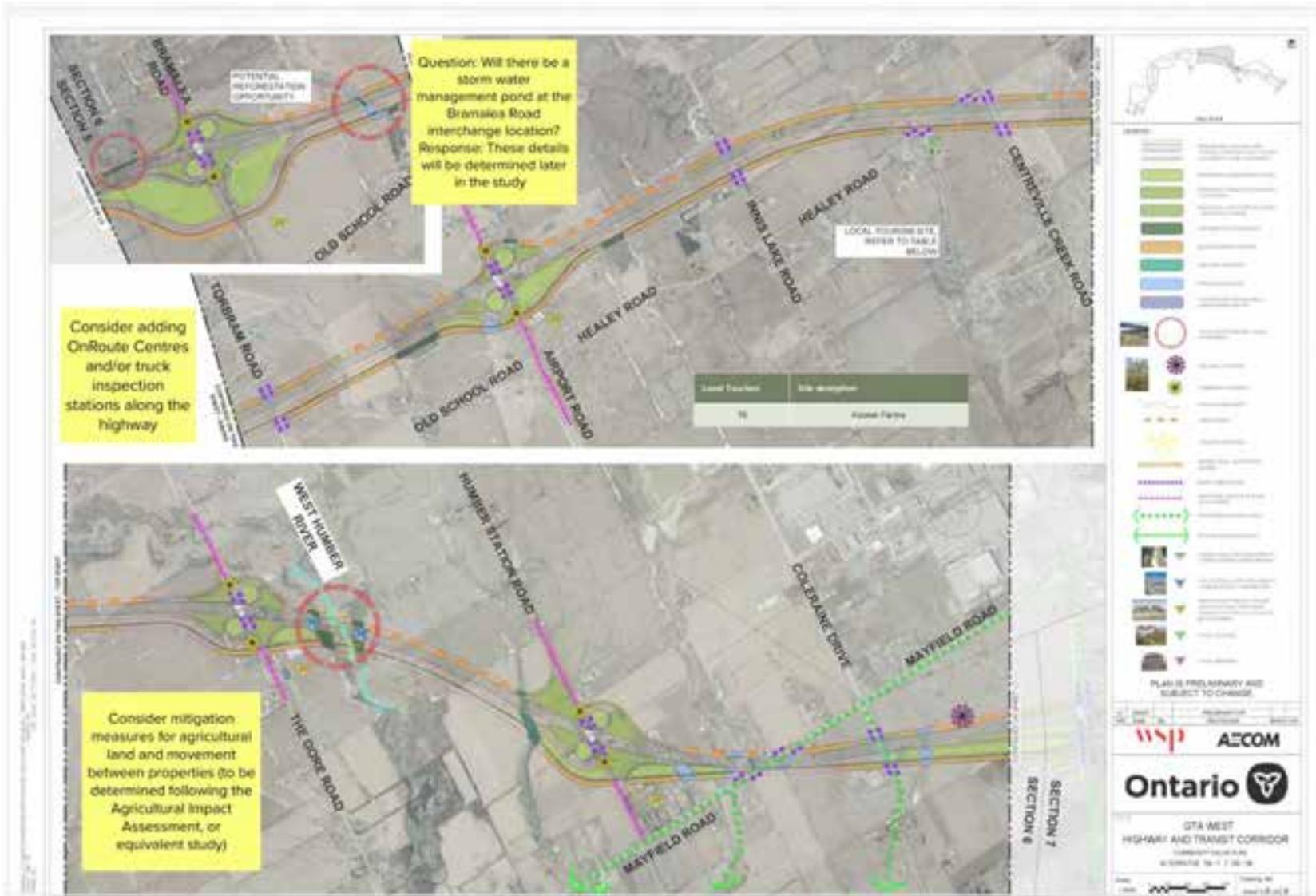
Feedback on Section 2 Draft Straw Model Design



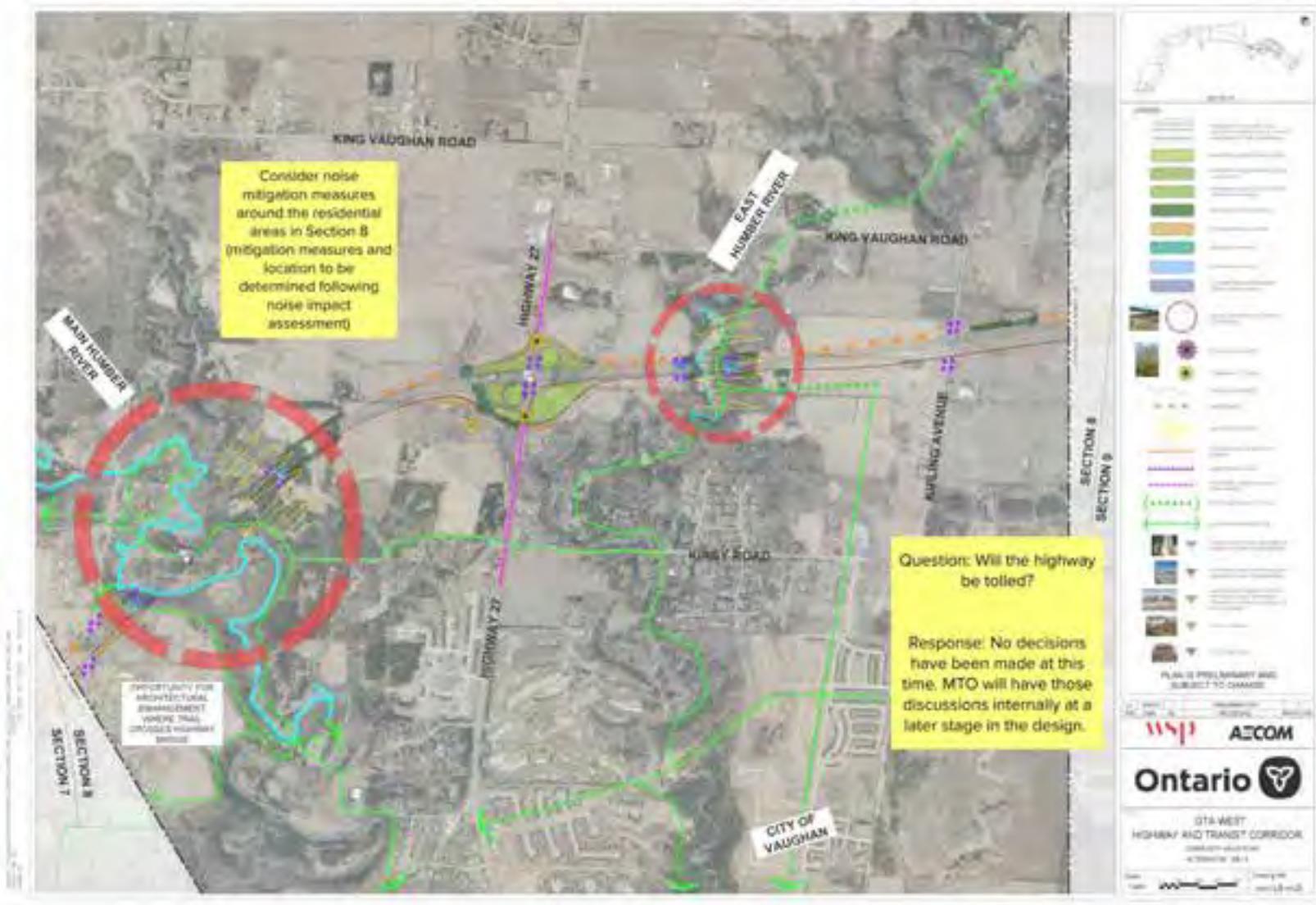
Feedback on Section 4 Draft Straw Model Design



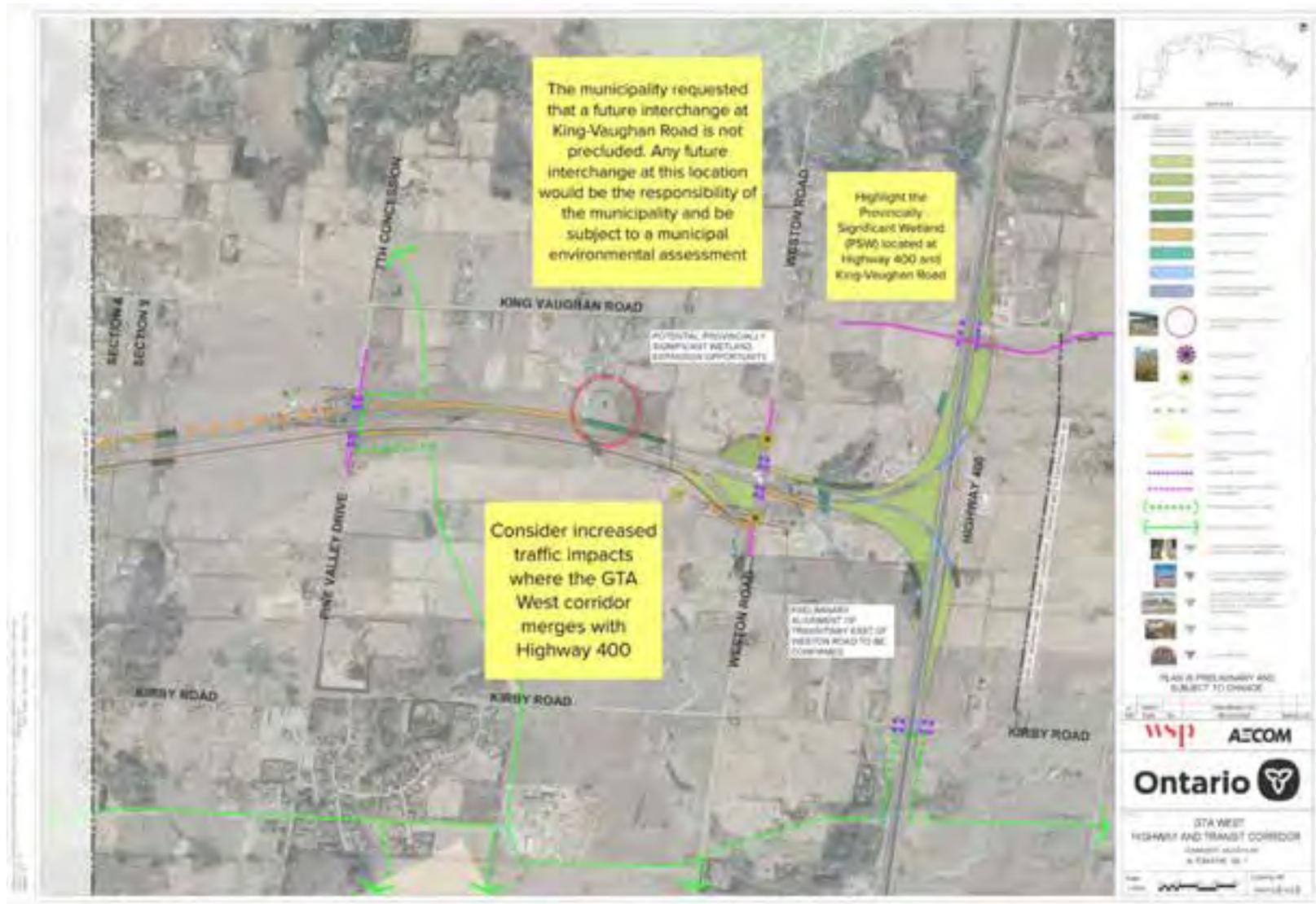
Feedback on Section 5 Draft Straw Model Design



Feedback on Section 6 Draft Straw Model Design



Feedback on Section 8 Draft Straw Model Design



Feedback on Section 9 Draft Straw Model Design

