



# **GTA West Corridor Environmental Assessment**

## Planning and Environmental Assessment Study – Stage 1

### Public Information Centre #2 Consultation Record

April 2009

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## 1. INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area, such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (the Act). The GTA West Corridor Environmental Assessment Terms of Reference (ToR) was submitted to the Ontario Ministry of the Environment on July 15, 2007 and was approved on March 4, 2008. A first round of Public Information Centres (PICs) was held in order to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team. The approved ToR serves as the framework for the EA Study to develop and select transportation alternatives.

Since ToR approval, the Project Team has been:

- Developing project-specific goals and objectives in the context of government policies;
- Developing Travel Demand Forecasting approaches with two information sessions conducted in June 2008;
- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – “Overview of Transportation & Economic Conditions”, and “Overview of Environmental Conditions and Constraints”.; and
- Identifying specific inter-regional transportation problems and opportunities in the Preliminary Study Area.

A second round of PICs was held in March 2009 in order to present the public with an update on the Study progress and to provide the opportunity for the public to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor Preliminary Study Area.

This Report outlines the results of the second round of PICs and all of the consultation events that occurred in advance of the PICs (since the initiation of the ToR).

## 2. CONSULTATION OVERVIEW

Since Terms of Reference (ToR) approval, the GTA West Corridor Planning and Environmental Assessment (EA) Study Project Team has been:

- Developing project-specific goals and objectives in the context of government policies;
- Developing Travel Demand Forecasting approaches with two information sessions conducted in June 2008;
- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – “Overview of Transportation & Economic Conditions”, and “Overview of Environmental Conditions and Constraints”; and
- Identifying specific inter-regional transportation problems and opportunities in the Preliminary Study Area.

The second round of Public Information Centres (PICs) was held at 5 venues within the Preliminary Study Area between March 4<sup>th</sup> and March 12<sup>th</sup>, 2009 to present the public with an update on the Study progress and to provide the public with the opportunity to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor.

Prior to the PICs, meetings were held with the GTA West Regulatory Agency Advisory Group, Municipal Advisory Group and the Community Advisory Group. These meetings served a similar purpose - to update members on the progress made since the Terms of Reference (ToR) was approved and to provide the opportunity for feedback and questions on the problems and opportunities identified within the GTA West Corridor Preliminary Study Area. The Project Team also met with upper-tier municipalities and committees, Business and Commercial Stakeholders, Transportation Service Providers, and held Municipal Corridor Protection Workshops.

All comments received during the second round of PICs from the general public, interest groups, agencies and municipalities were considered by the Project Team. The upcoming release of the Draft Area Transportation System Problems and Opportunities Report in May 2009 will be a reflection of this consultation effort.

A list of stakeholders consulted during the second round of PICs is included in **Appendix A**. Consistent with the *Freedom of Information and Protection of Privacy Act*, public lists developed as part of this study have not been included.

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are compiled under separate cover.



### 3. PUBLIC CONSULTATION DURING PUBLIC INFORMATION CENTRE #2

#### 3.1 Project Website

The GTA West project website ([www.gta-west.com](http://www.gta-west.com)) was updated to include the dates, times and locations of the PICs, as well as a link to an electronic copy of the Ontario Government Notice. In addition, the PIC display material package, study brochure and project video were made available for the public to download.

A copy of the project website pages is included in **Appendix C**. The project video script is included in **Appendix D**.

#### 3.2 Newspaper Notifications

A notice was published in 17 newspapers with circulation across the Preliminary Study Area. The notices provided an update on the Study progress since the Terms of Reference approval, notification of the second round of PICs, a key map for Study context and contact information for key Project Team members. A copy of the newspaper notice is included in **Appendix E** and was published as outlined below.

##### **Notice of Public Information Centre #2**

A notice announcing the second round of PICs was published in the following list of newspapers on the specified dates. The notice was also posted on the project website.

##### **DAILY NEWSPAPERS**

- |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|
| 1. Toronto Star       | Sat February 21, 2009 |                       |
| 2. The Guelph Mercury | Sat February 21, 2009 | Sat February 28, 2009 |

##### **TRI-WEEKLY NEWSPAPERS**

- |                      |                       |                       |
|----------------------|-----------------------|-----------------------|
| 3. Mississauga News  | Sun February 22, 2009 | Fri February 27, 2009 |
| 4. Brampton Guardian | Wed February 18, 2009 | Wed February 25, 2009 |

##### **BI-WEEKLY NEWSPAPERS**

- |                                   |                         |                         |
|-----------------------------------|-------------------------|-------------------------|
| 5. Caledon Enterprise             | Sat February 21, 2009   | Sat February 28, 2009   |
| 6. Vaughan Citizen                | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 7. Guelph Tribune                 | Fri February 20, 2009   | Fri February 27, 2009   |
| 8. Georgetown Acton Independent   | Wed February 18, 2009   | Fri February 27, 2009   |
| 9. Milton – The Canadian Champion | Fri February 20, 2009   | Wed February 25, 2009   |

##### **WEEKLY NEWSPAPERS**

- |                                     |                         |                         |
|-------------------------------------|-------------------------|-------------------------|
| 10. Caledon Citizen                 | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 11. King Township Sentinel          | Wed February 18, 2009   | Wed February 25, 2009   |
| 12. The Erin Advocate               | Wed February 18, 2009   | Wed February 25, 2009   |
| 13. Le Metropolitain (French)       | Wed February 18, 2009   | Wed February 25, 2009   |
| 14. Turtle Island News              | Wed February 18, 2009   | Wed February 25, 2009   |
| 15. Tekawennake New Credit Reporter | Wed February 18, 2009   | Wed February 25, 2009   |
| 16. The Halton Compass              | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 17. Wellington Advertiser           | Fri February 27, 2009   |                         |

### **3.3 Mailing List and E-mails / Letters**

#### ***Study Mailing List***

A GTA West Study mailing list was developed following the first PIC which includes interested stakeholders that submitted requests through the project website (webform), e-mail, fax, phone or letter. Those who signed in at the first PIC were also added to the study mailing list. Once stakeholders were added to the mailing list they received subsequent notifications of the Study milestones outlined below through their preferred method of contact (e-mail / letter). In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups, etc.) was developed in consultation with local municipalities. This list will be updated and refined throughout the Study.

The current public mailing list includes approximately 570 names and the interest group mailing list includes approximately 159 groups.

#### ***Email / Letter Notification of Transportation Demand Forecasting Information Sessions***

On June 2, 2008, individuals on the Study mailing list were invited by e-mail / letter (depending on their preferred method of contact) to attend Transportation Demand Forecasting Information Sessions. The sessions, held on June 23<sup>rd</sup> and June 26<sup>th</sup>, 2008, focused on providing a general non-technical overview of how transportation forecasting was to be conducted and how it relates to the identification of transportation problems and opportunities.

A copy of the Transportation Demand Forecasting Information Sessions Summary Report has been compiled under separate cover.

#### ***E-mail / Letter Notification of Study Progress Update***

On November 10, 2008, individuals on the Study mailing list were notified by e-mail / letter (depending on their preferred method of contact) with a Study progress and schedule update. The e-mail / letter described the Study's progress since the last round of PICs for the EA Terms of Reference and explained the revised overall Study schedule. Copies of the Study Progress Update notification materials are included in **Appendix F**.

#### ***E-mail / Letter Notification of Public Information Centre #2***

On February 13, 2009, PIC #2 notification emails / letters were sent directly to individuals on the Project Team's External Agency mailing list (including representatives of the Municipal Advisory Group and Regulatory Agency Advisory Group) and to approximately 159 interest groups. MPP's within the Preliminary Study Area were notified via mail on March 2, 2009.

Individuals on the Study mailing list, including those who requested to be added to the Study mailing list through webform, e-mail, fax, telephone or letter, were also sent a letter / email on February 13, 2009, depending on the preferred method of contact. The public mailing list currently includes approximately 570 people. Copies of the PIC #2 notification materials are included in **Appendix G**.

### **3.4 Public Information Centre #2**

The second round of Public Information Centres (PICs) was held to provide the public with an opportunity to review the problems and opportunities identified within the GTA

West Corridor, provide comments and discuss issues with representatives of the Project Team.

Ministry of Transportation (MTO) and Consultant representatives of the Project Team attended. The PICs were held as drop-in centres with display panels presenting maps and displays illustrating the problems and opportunities and information for providing comments. The Project Team participated in discussions with the attendees to address questions and concerns.

The PICs were held as follows:

<b>Wednesday March 4, 2009</b>	<b>Thursday March 5, 2009</b>
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON	Brampton Fairgrounds Hall 12942 Heart Lake Road Brampton, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

<b>Monday March 9, 2009</b>	<b>Wednesday March 11, 2009</b>
Mold Master Sportsplex Alcott Hall 221 Guelph Street Georgetown, ON	Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

<b>Thursday March 12, 2009</b>
Pearson Convention Center Hall C 2638 Steeles Avenue East Brampton, ON
4:00 to 8:00 p.m.

### 3.4.1 Display Panels

The display panels presented at the Public Information Centre were organized into groupings in the following order:

#### **GROUP 1**

##### **Welcome and Study Context**

- Study Purpose
- Study Process
- Focus of Public Information Centre #2
- Greenbelt Plan
- Growth Plan for the Greater Golden Horseshoe
- Context of Major Federal, Provincial and Regional Transportation Initiatives
- Grouping of PIC Content

## **GROUP 2**

### **PIC #2 Summary**

- Study Background and Existing Conditions
- Predicting Future Transportation Problems
- Future Transportation Problems
- Strategies to Protect Corridor Opportunities
- Next Steps

## **GROUP 3**

### **Study Background & Existing Conditions**

- Study Background and Purpose
- Existing Environmental Conditions
- Existing Transportation Conditions and Studies
  - Inter-regional Transit
  - Roads and Highways
  - Rail
  - Air
  - Relevant Transportation Studies
  - Metrolinx and GO Transit

## **GROUP 4**

### **Predicting Future Transportation Conditions**

- Factors Influencing Transportation Demand
  - The Inter-Regional Transportation System
  - Policy
  - Economy and Trade
  - Tourism and Recreation
- Problem Identification Process
  - Forecasting Approach
  - Model Inputs
  - Model Inputs – Greater Golden Horseshoe (GGH) Model
  - Model Forecast Outputs 2031 – Greater Golden Horseshoe (GGH) Model

## **GROUP 5**

### **Future Transportation Problems**

- Future Commuter Transportation Problems
  - Context for Commuters
  - Auto Commuters
  - Transit Commuters

- Future Goods Movement Transportation Problems
  - Context for Goods Movement
  - Commercial Vehicle Transportation
  - Rail, Marine, Air Transportation
- Future Tourism and Recreation Transportation Problems
  - Context for Tourism and Recreation
  - Existing Conditions
  - Future Conditions
- Future Transportation Opportunities
  - Goals and Objectives
  - Strategies for Corridor Protection

#### **First Nations**

- Williams Treaty First Nations
- Six Nations of the Grand River Territory
- Mississaugas of the New Credit First Nations

#### **Community Advisory Group (CAG)**

- CAG Roles and Responsibilities
- Applying for CAG Membership

#### **Next Steps**

- Next Steps
- Options
- Ongoing Consultation Framework

Refer to **Appendix H** for copies of the display panels presented at the PICs.

### **3.4.2 Study Documents, Reference Materials and Handouts**

Copies of readily available GTA West Corridor Environmental Assessment Study documents and other materials were made available for reference at the PICs, such as:

- *GTA West Corridor EA Terms of Reference* (Amended July 2007)
- *Draft GTA West Corridor EA Overview of Transportation & Economic Conditions* (July 2008)
- *Draft GTA West Corridor EA Draft Overview of Environmental Conditions and Constraints* (July 2008)
- *GTA West Corridor EA Goals and Objectives* (January 2009)
- *The Big Move - Metrolinx Regional Transportation Plan* (November 2008)
- *GO 2020 Strategic Plan* (December 2008)
- *Provincial Policy Statement* (MMAH, 2005)

- *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (MPIR, 2006)
- *Greenbelt Plan* (MMAH, 2005)
- *Niagara Escarpment Plan* (MNR, 2005)
- *Oak Ridges Moraine Conservation Plan* (MMAH, 2002)
- *Canadian Environmental Assessment Act* (CEAA, 2004)
- *The Ontario Environmental Assessment Act* (MOE, 1990)
- *The Environmental Bill of Rights* (2006)
- *MTO Environmental Reference for Highway Design* (October 2006)

A Study brochure and several factsheet hand-outs were also made available to all attendees. The factsheets explained such topics as:

- The Ontario Environmental Assessment Process;
- The Canadian Environmental Assessment Process;
- The Greenbelt Plan;
- The Growth Plan for the Greater Golden Horseshoe;
- The Niagara Escarpment Plan;
- The Oak Ridges Moraine;
- The GTA West Study Area – Economic Context; and
- The GTA West Study Area – Transportation Profile.

Copies of the Study brochure and factsheets are included in **Appendix I**.

### 3.4.3 Attendance / Summary of Comments

A total of 338 members of the public signed the Visitor's Register for the five Public Information Centres.

In addition to verbal comments, the Project Team representatives encouraged visitors to submit written comments regarding the information presented. Comment sheets were available for members of the public to fill out at the PIC or to send in by the comment deadline (April 3, 2009) by e-mail, fax or mail to the Project Team.

At the PICs, 37 written comment sheets were collected. In addition, 15 comments were received via webform, e-mail, fax or mail by the comment deadline. The following is a breakdown of attendance and number of comments submitted by PIC date/venue

Date / Location	Recorded Attendance	Written Comments Received
March 4 2009, Guelph	94	14
March 5 2009, Caledon	125	11
March 9 2009, Georgetown	69	2
March 11 2009, Woodbridge	34	5
March 12 2009, Brampton	16	5
<b>Total Comment Forms Received at the PIC</b>		<b>37</b>
<b>Total CAG Application Forms Received</b>		<b>7</b>



Date / Location	Recorded Attendance	Written Comments Received
<b>Total Comment Forms received via fax, mail, e-mail or webform</b>		<b>8</b>
<b>Total</b>	<b>338</b>	<b>52</b>

The Project Team responded to all written comments received by fax, e-mail, webform, letter, and at the PICs. Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover. All personal information has been removed consistent with the *Freedom of Information and Protection of Privacy Act*.

The following table summarizes the key comments, issues and concerns raised during the second round of PICs:

Summary of Written Comments Submitted	#
<b>Preliminary Study Area</b>	
• Extend the Preliminary Study Area to the north (i.e. towards Highway 9, Caledon Village)	2
• The Preliminary Study Area boundaries miss the linkages between Guelph and Kitchener-Waterloo and Guelph and the GTA	1
• The Preliminary Study Area is too small	1
<b>Timeframe / Scope of the Study</b>	
• Plan route as soon as possible	3
• Is the purpose of the Study to build Highway 413?	1
<b>Transportation Problems and Opportunities</b>	
• Community planning has been handled poorly. It currently encourages the use of the car and has promoted poor infrastructure.	2
• Consider north/south connections	1
• Analyze each building block with a matrix, similar to how the Goals and Objectives were evaluated	1
• Highways 401 and 407 can't accommodate any further traffic growth	1
• There is truck infiltration along Highway 7	1
• Air travel from Hamilton / Kitchener-Waterloo is faster and less stressful than from Toronto	1
• Heavy truck traffic and congestion on Nashville Rd., particularly between Highway 27, 50 and the CP rail yard	1
<b>Travel Demand Analysis / Modelling</b>	
• Data and figures appear to be outdated and/or unrealistic (i.e. population and employment growth projections, tourism impacts, energy/gas prices, cross boundary commuting)	4
• Consider current economic situation in data/modelling	2
• Look into the effects that truck accident delays on Highway 400 can have on the road system	1
• Would a new highway create more traffic?	1
• The Project Team should be commended on their depth of analysis	1
<b>Alternatives</b>	
• Prefer rail transportation solutions / improve rail transportation	8
• Prefer public transit transportation solutions / Improve public transit	6
• Consider alternatives to a new road / A highway is not wanted	4

Summary of Written Comments Submitted	#
• Where is the corridor / road going? What are the alternatives?	3
• Transit travel times should be comparable to auto travel times	2
• Focus on improving existing infrastructure	2
• More transportation hubs are required. Union Station shouldn't be the only major hub in the region	2
• Use bold/visionary transportation solutions	2
• Incorporate green principles into the plan	2
• Rail should be the preferred alternative for moving goods / industry, particularly long haul trips	1
• Increase the frequency of GO Transit in the study area	1
• Increase the amount of parking at the King City GO Station	1
• Prefer transportation demand management solutions (i.e. improved public transit, infrastructure for cyclists, and pedestrians)	1
• Provide an express by-pass route	1
• Extend Highway 427 north to at least Highway 9	1
• Consider Highway 9 as a potential east-west corridor	1
• Bicycle lane from Highway 6/Woodlawn Rd. to Conservation Rd.	1
• No route through Bolton	1
• Reduce speed limit along Highway 6	1
• Create ramps for Nobelton and King Township from Highway 404	1
• King Township does not require new road infrastructure	1
• If a new road is needed, put it no farther north than the King/Vaughan Line.	1
• Direct intra-city traffic around Guelph as opposed to thru it (i.e. Highway 7)	1
• Extend Highway 407 west	1
• Create a highway linking Barrie with Guelph, which continues south to the Niagara Border	1
• Create pull-over areas along Highway 401	1
• Speed limiters on trucks	1
• Buy back Highway 407 and remove the tolls	1
• Double tracked rail corridor from Georgetown to Kitchener	1
• Build light rail from Barrie to Toronto along Highway 400	1
• Add new tracks along the Guelph/Toronto rail line for the exclusive use of freight	1
• Add GO Trains to and from King City and Barrie	1
• Ensure trucks use weigh stations along Highway 400	1
• Compensate fire and emergency response costs for villages that have to service Highway 400	1
• Dedicated tracks for Passenger rail on GO Transit lines	1
• Light rail elevated above freight tracks through congested yards, particularly those near Toronto	1
• Widen Highway 7 immediately	1
• Eliminate all level grade rail crossings	1
• Reroute Highway 7 north and link to new highway to Kitchener	1
• Public participation in evaluating and amending alternatives must be assured	1
• The alternatives portion of the Study process must be particularly comprehensive and transparent	1
<b>Environmental Effects / Evaluation of Alternatives</b>	
• Protect natural recreation areas (i.e. Bruce Trail, rural hiking trails)	3
• Protect features of the natural environment (i.e. groundwater, air quality, climate change, environmentally sensitive areas)	3
• Protect conservation areas (i.e. the Oak Ridges Moraine, the Greenbelt, and	2

Summary of Written Comments Submitted	#
the Niagara Escarpment)	
• Protect agricultural lands/ agricultural operations, and the interests of farmers and rural landowners	2
• Concerned about the negative effects associated with a new Highway / transportation by single-occupancy vehicles (i.e. disruption of environmentally sensitive areas, air quality concerns, human health)	1
• Protect features of the socio-economic environment (i.e. noise, human health, established communities, property expropriation)	1
• Will an air quality study be conducted?	1
• Consider each alternatives carbon footprint (i.e. the social, economic and environmental costs of emissions)	1
• Consider the migration routes of local species, particularly amphibians	1
<b>Corridor Protection / Strategies to Protect Corridor Options</b>	
• Concerned with lands from Highway 401 to the Guelph City Limit that are within Area of Interest #7	1
• Expedite planning in the Highway 400 area before development occurs	1
• The Areas of Interest in Vaughan and Peel are experiencing intense development pressure	1
<b>Public Consultation</b>	
• PIC displays were well presented and informative; staff were helpful	3
• Provide a larger Study area map	1
• Hold sessions in less expensive venues (i.e. arenas, libraries, school gyms)	1
• Despite the intense growth in Woodbridge, few people attended the PIC. Why?	1
• Hardcopies of the display materials should be made available	1
• A PIC should be held in Bolton	1
• How have the Town of Caledon been involved in commenting on the Study?	1
<b>Alterations to / Accuracy of Public Information Centre #2 Display Materials</b>	
• Goals and Objectives figure should incorporate Mobility/Accessibility as a goal	1
• Goals and Objectives figure should be modified so that the Environment is shown to contain the Economy and Community	1
• Display congestion and commuter/goods movement data for outside of the Preliminary Study Area (ie. Durham Region, west towards London)	1
• The stream designations in Figure 3.4.1 are incorrect. Marden Creek is a coldwater creek (under rehab), the Speed Headwaters are cold water and Hanlon Creek is missing entirely.	1
<b>Greenbelt Plan</b>	
• Is the possibility of new towns developing along new highways covered in the Greenbelt Plan?	1
• The Study should incorporate the proposal to increase the Greenbelt perimeter	1
<b>Other Studies/ Resources to Consider</b>	
• Consider transportation solutions and case studies from other jurisdictions / internationally	3
• The regional rail system proposed by Metrolinx should be designed to be easily upgraded to express rail	1
• The Metrolinx Study area is too small. It omits the linkage between the GTA and Guelph	1
<b>General</b>	
• It is obvious that the corridor will be a road	1
• Growth will occur – we need to do it right	1
<b>Requests for More Information</b>	
• Please add me to the mailing list / keep me informed	6
• Please provide me with copies of Area of Interest #7 maps / More information	2

Summary of Written Comments Submitted	#
on Area of Interest #7	
• Please provide a copy of the PIC display material	1
• Please keep me informed about anything that involves the lands in the Highway 400 Corridor at Kirby Road (Area of Interest #1)	1
• Please provide me with more information about the infiltration of truck traffic on Highway 7	1
• Who owns the rail line between Georgetown and Maple?	1
• Who owns the rail line along Highway 7 to Guelph?	1
<b>Requests for More Information on other MTO Studies</b>	
• Is there a GTA East Study? If so, please provide more information on the study.	1

### 3.5 Consultation with the Community Advisory Group

To assist the Project Team as the Study progresses, a Community Advisory Group (CAG) was formed to provide valuable input on community perspectives. The CAG includes representatives from several stakeholder / interest groups, organizations, and individuals in and around the Preliminary Study Area. The CAG was formed based on applications received during the preparation of the EA Terms of Reference.

On December 4, 2008, the second meeting of the CAG was held in order to discuss the specific types of transportation problems in the Preliminary Study Area and review the Project Team's consultation approach for PIC #2.

On February 5, 2009, a third CAG meeting was held to further discuss the transportation problems in the Preliminary Study Area. Both meetings provided the opportunity for preliminary feedback and questions. The summary notes from these meetings are provided in **Appendix J**.

At the second round of PICs the purpose and role of the CAG was described on a display panel and application forms were made available for individuals to fill out and submit to the Project Team. In total, 6 applications were received at the PICs, and an additional application was received after the PICs via fax. A copy of the CAG application form is included in **Appendix K**.

### 3.6 Consultation with Business and Commercial Stakeholders and Transportation Service Providers

From April to August 2008, the Project Team consulted with Business and Commercial Stakeholders (BCS) and Transportation Service Providers (TSP) in order to better understand people and goods movement within the Preliminary Study Area and to obtain valuable anecdotal information. BCS and TSP stakeholders were consulted via letter / e-questionnaire, face-to-face interviews or one-on-one phone interviews.

A copy of the Business and Commercial Stakeholders & Transportation Service Providers Problems and Opportunities Consultation Summary Report has been compiled under separate cover.

## **4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #2**

### **4.1 Municipal Advisory Group**

A Municipal Advisory Group (MAG) was formed during the Study's commencement based on the geographic context of the Preliminary Study Area and includes representatives from upper and lower tier municipalities in the Preliminary Study Area.

On February 3, 2009, the second meeting of the MAG was held prior to the second round of PICs, to discuss transportation problems and opportunities in the Preliminary Study Area. The meeting provided the opportunity for preliminary feedback and questions on the problems and opportunities material.

The presentation and summary notes from this meeting are provided in **Appendix L**.

### **4.2 Regulatory Agency Advisory Group**

A Regulatory Agency Advisory Group (RAAG) was formed during the Study's commencement and includes potentially affected federal ministries, provincial ministries, regional agencies (Conservation Authorities) and Transportation Service Providers.

On February 12, 2009, the second meeting of the RAAG was held prior to the second round of PICs, to discuss transportation problems and opportunities in the Preliminary Study Area. The meeting provided the opportunity for preliminary feedback and questions on the problems and opportunities material.

The presentation summary notes from this meeting are provided in **Appendix M**.

### **4.3 Presentations to Upper-Tier Municipal Councils and Committees**

The Project Team gave presentations to upper-tier municipal councils and committees from across the Preliminary Study Area in order to provide an overview of the progress of the Study since Terms of Reference approval. The presentations were held as follows:

- Halton Region – Planning and Public Works Committee.....February 4, 2009
- Peel Region – General Committee .....February 5, 2009
- County of Wellington/City of Guelph\* – Council..... February 26, 2009
- York Region – Planning and Economic Development Committee.....March 4, 2009

\*The City of Guelph as well as lower-tier municipalities in the County of Wellington were invited to attend the Wellington Council presentation.

The summary notes from these meetings are included in **Appendix N**.

### **4.4 Municipal Corridor Protection Workshops**

The Project Team held Municipal Corridor Protection Workshops with municipal representatives from within each Region/County in order to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas, and identify any additional areas known by municipalities. The meetings were held as follows:

- Halton Region Workshop ..... February 23, 2009
- Peel Region Workshop..... February 24, 2009
- York Region Workshop ..... February 24, 2009

- Wellington County/Guelph Workshop ..... March 2, 2009

The summary notes from these meetings are provided in **Appendix O**. A Municipal Corridor Protection Discussion Paper was drafted after the meetings and is to be forwarded to municipalities. A copy of the Discussion Paper has been compiled under separate cover.



## 5. CONSULTATION WITH FIRST NATIONS

Following the EA Terms of Reference, MTO continued to engage the First Nations groups / committees including: the Six Nations of the Grand River Elected Council, the Haudenosaunee Confederacy Council, the Mississaugas of the New Credit and the Kawartha Nishnawbe First Nations.

Letters were sent by MTO to the four groups on February 4, 2009 inviting them to attend PIC #2 in order to review and comment on the materials presented. Notice of PIC #2 was also advertised in the following weekly newspapers:

- |                                    |                       |                       |
|------------------------------------|-----------------------|-----------------------|
| 1. Turtle Island News              | Wed February 18, 2009 | Wed February 25, 2009 |
| 2. Tekawennake New Credit Reporter | Wed February 18, 2009 | Wed February 25, 2009 |

In addition to inviting the First Nations community members to PIC #2, MTO made suggestions to meet and present the information to First Nations communities and/or councils.

At PIC #2 a First Nations display panel was presented which outlined the following:

- Williams Treaty First Nations
- Six Nations of the Grand River Territory
- Mississaugas of the New Credit First Nation
- First Nation Considerations
- Active Land Claims around the Preliminary Study Area (as of September 30, 2008)

A copy of the display panel is enclosed in **Appendix H**. The invitation letters are included in **Appendix P**. MTO is committed to engaging First Nations communities throughout the GTA West Study and will continue discussions with First Nations in a manner appropriate to them.

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**APPENDIX A  
STAKEHOLDERS CONSULTED – MAILING  
LISTS**

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## Stakeholders Consulted Prior to Public Information Centre #2

### **Government Agencies**

- Canadian Environmental Assessment Agency
- Canadian National Rail
- Canadian Pacific Rail
- Conservation Halton
- Credit Valley Conservation Authority
- Department of Fisheries and Oceans
- Department of Indian and Northern Affairs Canada
- Environment Canada
- GO Transit
- Grand River Conservation Authority
- Greater Toronto Airports Authority
- Health Canada
- Metrolinx
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Culture – Archaeology
- Ministry of Culture – Heritage
- Ministry of Economic Development and Trade
- Ministry of Energy
- Ministry of Health – Environmental Health Division
- Ministry of Health – Public Health Division
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources – Aurora District
- Ministry of Natural Resources – Guelph District
- Ministry of Northern Development and Mines - Corporate Policy
- Ministry of Northern Development and Mines – Southern Ontario
- Ministry of Public Infrastructure Renewal
- Ministry of the Attorney General
- Ministry of the Environment
- Niagara Escarpment Commission
- Ontario Provincial Police
- Ontario Realty Corporation
- Ontario Secretariat for Aboriginal Affairs
- Public Works and Government Services Canada
- Transport Canada
- Toronto Region Conservation Authority

### **Municipalities**

- City of Brampton
- City of Guelph
- City of Mississauga
- City of Vaughan
- Halton Region Health Department
- Peel Region Public Health
- Region of Halton
- Region of Peel
- Regional Municipality of Waterloo
- Town of Minto
- Township of Centre Wellington
- Township of Guelph / Eramosa
- Township of King
- Town of Caledon
- Town of Erin
- Town of Halton Hills
- Town of Markham
- Town of Milton
- Township of East Luther Grand Valley
- Township of Mapleton
- Township of Puslinch
- Township of Wellington North
- Wellington County

### **First Nations**

- Kawartha Nishnawbe First Nations
- Mississaugas of the New Credit
- Six Nations of the Grand River Confederacy Council
- Six Nations of the Grand River Elected Council

### **Non-Governmental Organizations**

- Aileen Willowbrook Ratepayer's Association
- Architectural Conservancy of Ontario, Guelph & Wellington Branch
- Bayview Country Club Estates Ratepayers Association
- Bayview Fairways Ratepayer's Association
- Bayview Glen Residents' Association
- Belvedere Estates Ratepayers' Association
- Brampton Economic Development & Public Relations

## Stakeholders Consulted Prior to Public Information Centre #2

- Brampton Historical Society
- Brampton Sustainable Community Advisory Panel
- Brampton Sustainable Community Collaborative
- Brownridge Ratepayers' Association
- Caledon Chamber of Commerce
- Caledon Countryside Alliance
- Caledon East & District Historical Society
- Canadian Automobile Association South Central Ontario
- Canadian Manufacturers and Exporters Ontario Division
- Canadian Trucking Alliance
- Canadian Urban Transit Association
- Carrying Place Property Owners Association
- Carrying Place Ratepayers' Association
- Cheltenham Area Residents' Association
- Christian Farmers Federation of Ontario
- Citizens for a Clean Caledon
- Citizens Opposed to Paving the Escarpment
- Coalition of Concerned Citizens
- Coalition on the Niagara Escarpment
- Columbus Trail Residents' Association
- Community Environmental Leadership Programme - Guelph
- Concerned Citizens of King Township
- Concord West Ratepayers' Association
- Credit River Alliance
- Crestwood Springfarm Yorkhill Ratepayers' Association
- Cricklewood Ratepayers' Association
- East Wellington Community Association
- Ecosource
- Escarpment Biosphere Conservancy
- Ferndale Park Cottagers Cooperative Limited
- Friends of Rural Communities and the Environment
- Friends of the Grand River
- Friends of the Greenbelt Federation
- German Mills Ratepayers' Association
- Glen Shields Ratepayers' Association
- Grandview Area Residents' Association
- Gravel Watch Ontario
- Greater Toronto Area Agricultural Action Committee
- Greenspaces for Wellington
- GreenTrans
- Guelph-Wellington Business Enterprise Centre
- Guelph Chamber of Commerce
- Guelph Downtown Board of Management
- Guelph Environmental Network
- Guelph Field Naturalists
- Guelph Historical Society
- Guelph Neighbourhood Support Coalition
- Guelph-Wellington Business Enterprise Centre
- Halton Environmental Network
- Halton Hills Chamber of Commerce
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton Environmental Network
- Halton Hills Chamber of Commerce
- Halton Hills Town Environmental Advisory Committee
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton/North Peel Naturalists Club
- Heritage Caledon
- Hike Ontario
- Hillsburgh Snow Roamers
- Humberview Gardens Ratepayers' Association
- Hydro One Inc
- Islington Woods Community Association
- Keep the Escarpment Environment Protected (KEEP)
- Kettleby Village Association
- King City Preserve the Village
- King Rural Ratepayers' Association
- King Township Chamber of Commerce
- Kipling Ratepayer's Association
- Kleinburg & Area Ratepayers' Association
- Kortright Hills Community Association
- Lakeview Estates Ratepayers' Association
- Langstaff Community Association Incorporated
- Leitchcroft Ratepayers' Association
- Maple Landing Ratepayers' Association

## Stakeholders Consulted Prior to Public Information Centre #2

- Maple-Sherwood Ratepayers' Association
- Maplewood Ravines Community Association
- Milton Heights Landowners Group
- Milton Historical Society
- Milton Chamber of Commerce
- Milton Ratepayers' Association
- Milton Rural Residents Association
- Milwood Woodend Ratepayers' Association
- Mississauga Board of Trade
- Mississauga Board of Trade Environmental Committee
- Mississauga Oakridge Ratepayers' Association
- Mississauga Road-Sawmill Valley Drive Ratepayers' Association
- Nature Conservancy of Canada – Ontario Chapter
- Nobleton Alert Residents Association Incorporated
- Nobleton Schomberg District Chamber of Commerce
- Northwest Brampton Landowners Group
- Oak Ridges Moraine Foundation
- Oakville Chamber of Commerce
- Ontario Chamber of Commerce
- Ontario Cycling Association
- Ontario Federation of Agriculture
- Ontario Power Generation
- Ontario Professional Planners Institute
- Ontario Road Ecology Group
- Ontario Society for Environmental Management
- Ontario Trail Riders Association
- Ontario Trails Council
- Ontario Trucking Association
- Palgrave Ratepayers' Association
- Peel Environmental Network
- Peel Federation of Agriculture
- Peel Urban Development Institute
- Pine Grove Ratepayers' Association
- Pinewood Estates Ratepayers' Association
- Ponsonby Ratepayers' Association
- Professional Engineers of Ontario
- Protect our Water and Natural Resources
- Protecting Escarpment Rural Land
- Purpleville Ratepayers' Association
- Puslinch Historical Society
- Puslinch Lake Conservation Association
- Residents Affected by Intermodal Lines
- Residents for Sustainable Development in Guelph
- Rimwood Estates Homeowners' Association
- Save our Ravines (Halton Hills)
- Save the Oak Ridges Moraine
- Sherwood Forrest Residents' Association
- Sonoma Heights Ratepayers' Association
- Terra Cotta Community Centre
- The Brampton Board of Trade
- The Bruce Trail Association
- The Bruce Trail Conservancy
- The Canadian Urban Institute
- The Hills of Headwaters Tourism Association
- The Humber Valley Heritage Trail Association
- The Oak Ridges Trail Association
- Toronto Bruce Trail Club
- Trout Unlimited Canada
- Upper Credit Field Naturalists
- Valleywood Residents' Association
- Vaughan Chamber of Commerce
- Vaughanwood Estates Homeowners' Association
- Vaughanwood Ratepayers' Association
- Vellore Woods Ratepayers' Association
- Ward One (South) Residents Incorporated
- Wellington County Historical Society
- Wellington Federation of Agriculture
- Wellington Society for the Countryside
- West Woodbridge Homeowners' Association
- Whole Village
- Woodbridge Core Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- Wycliffe Ratepayers' Association
- York Federation of Agriculture
- York Region Environmental Alliance
- York Urban Development Institute

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**APPENDIX B**  
**RESPONSES TO PUBLIC / INTEREST**  
**GROUP COMMENTS – KEY THEMES**

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Theme	Comment	Response
Preliminary Study Area	How were the Preliminary Study Area boundaries determined?	The Preliminary Study Area reflects the Purpose of the Study which is based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006). The <i>Growth Plan</i> identifies the need for better transportation linkages between some <i>Urban Growth Centres</i> including Brampton City Centre, Vaughan Corporate Centre, Downtown Milton and Downtown Guelph. The boundaries of the Preliminary Study Area were developed to capture an area which included these <i>Urban Growth Centres</i> . The boundaries of the Preliminary Study Area are approximate and subject to refinement as the EA study progresses.
Preliminary Study Area	Expand the Preliminary Study Area boundary north to include Highway 9, to include additional communities/roads.	The Preliminary Study Area reflects the Purpose of the Study which is based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006). A corridor north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the <i>Growth Plan</i> . The travel demand analysis conducted by the Project Team has examined transportation linkages and gateways outside of the Preliminary Study Area which have an influence on the travel demand and traffic patterns in the study area. As such, the inter-relationship between the traffic on Highway 9 and those in the Preliminary Study Area has been examined.
Preliminary Study Area	Expand the Preliminary Study Area farther west to include Kitchener/Waterloo.	The proposed improvements to Highway 7 between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K-W. Having received environmental approval for the Highway 7 Environmental Assessment, the Ministry of Transportation is now proceeding with the design for a new four-lane highway between Kitchener and Guelph. The GTA West Corridor Environmental Assessment Study will take the approved Highway 7 project as given and examine alternatives to provide better linkages between Urban Growth Centres in the Preliminary Study Area, including Vaughan Corporate Centre, Brampton City Centre, Downtown Milton and Downtown Guelph.
Timeframe	This Study should be completed as soon as possible. Transportation solutions are needed now to address transportation problems currently being experienced.	The Ministry of Transportation is committed to undertaking the Study in a timely manner while meeting the requirements of the Ontario <i>Environmental Assessment Act</i> . This includes providing opportunities for public consultation throughout the process.
Travel	Incorporate the current economic	The travel demand analysis completed by the Project Team has incorporated the

Theme	Comment	Response
Demand Analysis	recession into the Study data and modeling.	prospect of economic fluctuations, including higher fuel prices. These fluctuations are difficult to estimate for future timeframes and their impact to travel are likewise difficult to estimate. Our specialist team includes economic experts and their resources will be called upon throughout the Study.
Travel Demand Analysis	Display congestion levels, goods movement and commuter patterns for areas outside of the Preliminary Study Area.	Due to the size of the Preliminary Study Area (it encompasses 3 Regional Municipalities and 1 County) the Project Team chose to concentrate on the data within the Study area at Public Information Centre #2. The Project Team is considering the transportation linkages and gateways outside of the Preliminary Study Area since they can have an influence on the travel demand and traffic patterns in the Study area. In the coming months, a Draft Area Transportation System Problems and Opportunities Report will be prepared and made available to the public via the project website. This report will incorporate the materials presented at the second round of Public Information Centres, the public comments received, and further transportation system analysis and modeling.
Transportation Problems and Opportunities	Consider transportation solutions that have been implemented in other Provinces or internationally to ensure all reasonable and innovative transportation solutions are examined.	The Project Team will be considering relevant transportation studies and how other jurisdictions deal with transportation issues as the Study progresses, including current transportation planning occurring out-of-province and internationally. Our Project Team includes an extensive group of specialists that are familiar with similar initiatives elsewhere in the world. This resource will be used as the Study progresses.
Alternatives	Where will the transportation corridor be located? What are the alternatives?	Following the consultation with the public in March 2009 on the transportation outlook problems and opportunities, the Project Team will be generating and assessing a range of transportation options, including transit and other modes, to address the identified transportation problems and opportunities. This work will lead to the selection of transportation solution as part of a multi-modal Transportation Development Strategy, to be completed by Spring 2010, according to our current schedule.

Theme	Comment	Response
Alternatives	Prefer a rail/ / transit/ transportation demand management solution to address the transportation problems and opportunities in the Study area.	<p>The approved Study Terms of Reference represents a commitment from the Ministry of Transportation to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the Terms of Reference provides a preliminary list of “Alternatives to the Undertaking” to be considered in the EA Study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the Study will likely be a multi-modal transportation solution that provides choice for users.</p> <p>The Project Team will be developing transportation system alternatives using a building blocks approach which considers optimizing the existing transportation network and new/expanded non-road infrastructure (such as public transit and rail) prior to the consideration of widening/improving/ building new road infrastructure.</p> <p>Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the Study will likely be a multi-modal transportation solution that provides choice for users. The focus will be to provide for a transportation network that links <i>Urban Growth Centres</i> through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to inter-modal facilities, airports and transit hubs. The Province is currently planning many transit initiatives in the Preliminary Study Area that were recommended by Metrolinx as a part of the Regional Transportation Plan. All of the transit improvements recommended by Metrolinx will be considered as a part of the base network for this Study. We encourage you to review Metrolinx’s Regional Transportation Plan at <a href="http://www.metrolinx.com/thebigmove">www.metrolinx.com/thebigmove</a>.</p>
Alternatives	Prefer solutions that encourage cycling, and pedestrian travel.	The Project Team will be examining Transportation Demand Management (TDM) alternatives to shift demand from the existing transportation network to alternative modes of transportation, principally transit, cycling and walking.
Environmental Effects	Generally concerned about environmental effects.	<p>The GTA West Corridor Environmental Assessment Study is an environmental planning process, required by law, to ensure the Ministry of Transportation examines alternative ways of addressing transportation problems and opportunities in selecting a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various alternatives on the natural, socio-economic and cultural environments.</p> <p>The evaluation process is designed to select an alternative that avoids, minimizes</p>

Theme	Comment	Response
		<p>or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible.</p> <p>The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area. As the EA study progresses and the range of alternatives become more focused, more detailed environmental investigations will be undertaken. The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at <a href="http://www.gta-west.com">www.gta-west.com</a>.</p>
Environmental Effects	Protect natural recreation areas (i.e. The Bruce Trail, rural hiking trails)	<p>The Environmental Assessment process is designed to carefully consider potential impacts to environmental features and recreational areas, including the Greenbelt, Niagara Escarpment, Oak Ridges Moraine, Bruce Trail and other conservation/recreational areas in the generation and evaluation of alternatives. While the Project Team has yet to determine if new transportation infrastructure is needed, as indicated in Table 6.1 of the Study Terms of Reference, national, provincial and local parks, and conservation/recreational areas have been designated as an important consideration when evaluating transportation alternatives. The alternatives evaluation process has been designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features.</p> <p>The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area. As the EA Study progresses and the range of alternatives become more focused, more detailed environmental investigations will be undertaken. The Study Terms of Reference and <i>Draft Overview of Environmental Conditions and Constraints Report</i> are available on the project website at <a href="http://www.gta-west.com">www.gta-west.com</a>.</p>
Environmental Effects	Protect the Greenbelt, the Oak Ridges Moraine and other conservation areas.	<p>The EA process is designed to carefully consider potential impacts to environmental features including the Greenbelt, Niagara Escarpment, Oak Ridges Moraine and other conservation areas in the generation and evaluation of alternatives.</p>


Theme	Comment	Response
Environmental Effects	Protect agricultural lands, and the interests of farmers and rural landowners.	The Study maintains as an underlying principle to protect prime agricultural lands consistent with provincial policy direction in the <i>Growth Plan</i> (2006) and <i>Greenbelt Plan</i> (2005). The EA Study framework has been designed to evaluate alternatives based on a number of environmental criteria, which include agriculture and rural land use. We have a knowledgeable agricultural specialist on our team who will assist in the assessment and resource evaluation of agricultural operations/facilities.
Corridor Protection	What is the purpose of the Areas of Interest?	It has been recognized that the fast-paced land development in certain areas within the Preliminary Study Area may significantly reduce the amount of opportunities available for new transportation corridors. The Ministry of Transportation (MTO) has been working with the Ministry of Municipal Affairs and Housing (MMAH), the Ministry of Energy and Infrastructure (MEI) and municipalities to explore strategies to retain corridor opportunities while the EA Study is still underway. This work has led to the identification of strategic and critical locations that are under development pressure - called "Areas of Interest". The identification of the "Areas of Interest" will guide the Province and municipalities in monitoring and reviewing development activities in the Preliminary Study Area.

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**APPENDIX C**  
**CURRENT CONTENT OF THE PROJECT**  
**WEBSITE**

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GTA  
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GTA West Corridor  
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## Welcome

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) Study for the GTA West Corridor. This website provides interested parties with access to information and access to the Project Team that is carrying out the EA Study.

To proactively plan for future infrastructure needs, MTO has commenced the formal EA process to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre as identified in the *Growth Plan*.

The GTA West Corridor EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. Additional information on the EA process can be found on the [Study Process](#) page.


We encourage you to review the contents of this website and provide us with your feedback. Details on public consultation activities to be undertaken and how you can participate will be included in the [Consultation and Outreach](#) section of this website.

Currently we draw your attention to the [Background](#), [Frequently Asked Questions \(FAQ\)](#), [Consultation & Outreach](#) and [Maps and Reports](#) sections of this site.

If you wish to be added to our mailing list or submit comments or questions please go to the [Contact Us](#) section of this website.

WHAT'S  
NEW

GTA West Corridor  
Environmental Assessment  
Study Video



High Resolution

Low Resolution

### Project Schedule

To view the current list of meetings and events, and project tasks please visit the [Consultation & Outreach](#) page.

### Project Contacts

The Project Team will be seeking public input on project and community issues throughout the duration of the study. Updates on study progress and consultation activities will be provided.

Persons interested in being placed on the contact list for this study are encouraged to [contact us](#).

If you know someone who may also be interested in participating but does not have access to a computer, please share this information with them.

### Upcoming Events

To view background documents and completed study documents please visit the [Maps & Reports](#) page.

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# GTA West

## GTA West Corridor Environmental Assessment Terms of Reference and Environmental Assessment Study

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### WHAT'S NEW

## Background and Purpose

Over the last several decades Central Ontario has evolved from a Toronto-based employment centre to a large geographic region with many centres of economic activity and concentrations of employment and population. Travel demand is now more dispersed, with travel occurring between many employment areas and residential areas within and outside the Greater Toronto Area (GTA). Future population and employment growth in major urban centres will result in an increase in travel demand for both people and goods movement between these centres that are spread across the Greater Golden Horseshoe (GGH).

To meet the challenges of future growth in the GGH, the Province released the [Growth Plan for the Greater Golden Horseshoe](#) in February 2006. The *Growth Plan* outlines a set of policies for managing growth and development and guiding planning decisions in the GGH over the next 30 years. A GTA West Corridor is identified in the *Growth Plan* as part of the policies for infrastructure to support growth.

Prior to approval of the Province's *Growth Plan for the Greater Golden Horseshoe* (February 2006), a number of studies, including MTO's *Central Ontario Strategic Transportation Directions* (Draft 2002) indicated that MTO should examine the long-term transportation needs to address a number of areas including future growth in the GTA from Highway 400 westerly to the Guelph area. The GTA West Corridor, identified in the *Growth Plan* as a "Future Transportation Corridor", represents a strategic link between the *Urban Growth Centres* in the west of the GTA such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

As economic activities in the Greater Golden Horseshoe evolve from a Toronto Central Business District based condition to an economy of multiple centres, the Guelph Kitchener/ Waterloo Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it.

The concentration of population and employment in the Guelph Kitchener/ Waterloo Cambridge triangle introduces new transportation challenges in the western portion of the Greater Golden Horseshoe. It is important that these economic centres be better linked. This is true not only for the continuing needs of commuter travel which provide the economic workforces, but also for the increasing needs of goods movement between these centres.

In meeting the challenges as described above, it is important that MTO take a comprehensive and long-term approach in planning for future transportation infrastructure. The study will reflect the government policy objectives as outlined in the *Growth Plan*. These policy objectives call for a transportation network that links *Urban Growth Centres* through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with improved access to intermodal facilities, international gateways (e.g. border crossings), airports and transit hubs.

In addition, the following provincial, federal, regional and local policy documents will help to establish the policy framework within which transportation problems and opportunities and potential solutions will be identified as part of the study:

- *Growth Plan for the Greater Golden Horseshoe*, Ministry of Public Infrastructure Renewal, February 2006;
- *Greenbelt Act and Greenbelt Plan*, Ministry of Municipal Affairs and Housing, February 2005;
- The new *Provincial Policy Statement* (March 1, 2005);
- *Central Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- *Southwest Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- Official Plans applicable to area municipalities;
- *Straight Ahead – A Vision for Transportation in Canada*, Transport Canada, February 2003;
- *Niagara Escarpment Plan* (June 2005); and,
- *Oak Ridges Moraine Conservation Plan* (2002).

Metrolinx recently released a draft Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton area. MTO is using the 25-year plan from the draft RTP to assist with the development of future travel demand in the GTA West Corridor Study. Metrolinx is planning to present the final RTP to the Province in late Fall 2008, following public consultations in late October 2008. MTO will revisit the network assumptions used in the EA study once the RTP is finalized.

The purpose of this EA study is to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better

Metrolinx recently released a draft Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton area. MTO is using the 25-year plan from the draft RTP to assist with the development of future travel demand in the GTA West Corridor Study. Metrolinx is planning to present the final RTP to the Province in late Fall 2008, following public consultations in late October 2008. MTO will revisit the network assumptions used in the EA study once the RTP is finalized.

The purpose of this EA study is to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre, as identified in the *Growth Plan*. The Preliminary Study Area is available to download on the [Maps and Reports](#) page of this website.

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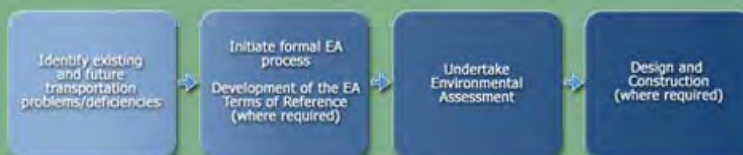
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### WHAT'S NEW

## Study Process

Major infrastructure projects in the province of Ontario are planned using a similar process. MTO undertakes the following process in planning complex transportation projects:



MTO has initiated the GTA West Corridor EA Study, which is being carried out in the context of the *Growth Plan for the Greater Golden Horseshoe*.

As a first step in the formal EA process, a Terms of Reference (ToR) was prepared and submitted to the Ministry of the Environment, setting out a framework to guide the preparation of the EA. The ToR was approved on March 4, 2008.

The Environmental Assessment is currently underway, and will involve a two-staged approach:

#### Stage 1:

- Identify Transportation Problems and Opportunities
- Screen Modal Alternatives and Assemble Combinations
- Evaluate Transportation System Alternatives
- Select a Preferred Transportation Strategy

The following schematic outlines how the potential transportation system alternatives will be developed.



#### Stage 2:

- Refine the Study Area and Identify Significant Study Area Features
- Generate and Assess Alternative Transportation Methods
- Evaluate and Select the Preferred Transportation Method(s)
- Develop Concept Designs and Proposed Mitigation
- Submit EA Report

\* If the Preferred Transportation Strategy identifies transportation projects under the jurisdiction of MTO. Otherwise, projects to be recommended to others.

Further information on the Ontario Environmental Assessment Act, can be found on the [EA Legislation](#) page of this website.





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## Schedule


The complete study schedule for the GTA West Corridor Environmental Assessment Study can be seen below.


The Terms of Reference for the study was approved on March 4, 2008. The study is currently in the first stage of the Individual EA process. The completion date for EA Stage 1 is anticipated for Spring 2010.

[Overall Study Schedule](#)

GTA West Corridor Planning & Environmental Assessment Study - Stage 1  
Overall Schedule

Task Name	2007	2008	2009	2010
<b>CONTRACT AWARD</b>	●			
Study Commencement Notification	●			
<b>EA TERMS OF REFERENCE (TOR) DEVELOPMENT AND APPROVAL</b>	●			
Public Information Centre #1	●			
<b>SUBMISSION OF TRANSPORTATION, LAND USE &amp; ECONOMIC CONDITIONS</b>	●			
Greater Golden Horseshoe Forecasting Model (By Others)	●			
Draft Overview of Transportation, Land Use & Economic Conditions Report	●			
Final Transportation, Land Use & Economic Conditions Report	●			
<b>OVERVIEW OF ENVIRONMENTAL CONDITIONS &amp; CONSTRAINTS ANALYSIS AREA</b>	●			
Draft Environmental Conditions & Constraints Report	●			
Final Environmental Conditions & Constraints Report	●			
<b>AREA TRANSPORTATION SYSTEM PROBLEMS &amp; OPPORTUNITIES</b>	●			
Draft Area Transportation System Problems & Opportunities Report	●			
Final Area Transportation System Problems & Opportunities Report	●			
Public Information Centre #2	●			
<b>AREA TRANSPORTATION SYSTEM ALTERNATIVES</b>	●			
Draft Area Transportation System Alternatives Report	●			
Final Area Transportation System Alternatives Report	●			
Public Information Centre #3	●			
<b>TRANSPORTATION NEEDS ASSESSMENT</b>	●			
Draft Transportation Needs Assessment Report	●			
Final Transportation Needs Assessment Report	●			
Public Information Centre #4	●			
<b>COMPLETION OF STAGE 1</b>	●			







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## Consultation and Outreach

### Public Consultation and Outreach

- [Notices](#)
- [Consultation Record](#)
- [Public Information Centres](#)
- [Community Advisory Group](#)
- [Ongoing Consultation](#)

### Stakeholder Consultation and Outreach

- [First Nations](#)
- [Municipal Advisory Group](#)
- [Regulatory Agency Advisory Group](#)
- [Transportation Service Providers, & Business and Commercial Stakeholders](#)

### Public Consultation and Outreach

#### Notices

[Notice of Study Commencement \(January 2007\)](#)  
[Public Information Centre \(Round\) #1 \(April 2007\)](#)  
[Notice of Additional Public Information Centre \(April 2007\)](#)  
[Notice of Submission of the Terms of Reference \(June 2007\)](#)  
[Notice of Approval - Terms of Reference - Amended \(July 2007\)](#)  
[Public Information Centre \(Round\) #2 \(March 2009\)](#)

#### Consultation Record

The Consultation Record has been prepared as required under section 6(3) of the *Ontario Environmental Assessment Act* whereby a "description of the consultation by the proponent and the results of the consultations" in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval.

The Consultation Record is available to download on the [Maps and Reports](#) page of this website. Click [here](#) for a list of local libraries and Municipal Clerks offices in the Preliminary Study Area where hard copies of the Consultation Record have been made available.

#### Public Information Centres (PICs)

The GTA West Corridor EA Study Project Team held the second round of Public Information Centres (PICs) in March 2009. Five PICs were held in locations across the Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the problems and opportunities within the GTA West Corridor with the Project Team. The meetings were held as follows:



### Public Information Centre #2

Date	Location	Venue	Time
Wed. March 4, 2009	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.
Thur. March 5, 2009	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Mon. March 9, 2009	Georgetown	Mold-Master Sportsplex Alcott Hall 221 Guelph Street	4:00 to 8:00 p.m.
Wed. March 11, 2009	Woodbridge	Le Jardin Special Events Centre Venetian Room 8440 Highway 27	4:00 to 8:00 p.m.
Thur. March 12, 2009	Brampton	Pearson Convention Center Hall C 2638 Steeles Avenue East	4:00 to 8:00 p.m.

The display material presented at the PICs included:

[Cluster 1: Welcome and PIC #2 Summary](#)  
[Cluster 2: Study Background & Existing Conditions](#)  
[Cluster 3: Predicting Future Transportation Conditions](#)  
[Cluster 4: Future Transportation Problems](#)  
[Cluster 5: Next Steps](#)  
[First Nations](#)  
[Community Advisory Group](#)  
[Study Brochure](#)

A video was produced as part of the GTA West Corridor Environmental Assessment Study that was used at the Public Information Centres to help orient attendees to the project details. The video can be viewed online:

GTA West Corridor Environmental Assessment - Terms of Reference and Environmental Assessment Study Video ([High Res.](#) - [Low Res.](#))

The GTA West Corridor EA Study Project Team held the first round of PICs in April and May 2007. Five PICs were held in locations across the Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the draft Terms of Reference with the Project Team. The meetings were held as follows:

Public Information Centre #1			
Date	Location	Display Material	Summary
Mon. April 16, 2007	Brampton	<a href="#">PIC Display Material (PDF / 3MB)</a>	<a href="#">PIC Summary Report (PDF / 3MB)</a>
Wed. April 18, 2007	Vaughan	<a href="#">Existing and Proposed Development (PDF / 1MB)</a>	
Mon. April 23, 2007	Guelph	<a href="#">Existing Designated Features (PDF / 1MB)</a>	
Tues. April 24, 2007	Georgetown	<a href="#">Existing Drainage System (PDF / 1MB)</a>	
Tues. May 8, 2007	Caledon	<a href="#">Existing Land Use Policy Areas (PDF / 1MB)</a>	
		<a href="#">Existing Major Transportation Infrastructure (PDF / 3MB)</a>	
		<a href="#">Preliminary Study Area (PDF / 2MB)</a>	

### Community Advisory Group (CAG)

A Community Advisory Group has been formed. This group includes representation from major stakeholder groups, organizations, and individuals in and around the Study Area. Applications for participation on the CAG are still being accepted. If you would like to be considered for participation on the CAG, please refer to the [Community Advisory Group Application Form](#). Additional information on the CAG will be posted at this location as it becomes available.

### Ongoing Consultation

Consultation activities are being held as required throughout the EA Study. These activities facilitate additional dialogue and respond to outstanding concerns and issues that may arise during the EA process. Additional details will be provided in advance of these study events.

On June 23rd, 2008 and June 26th, 2008 Transportation Demand Forecasting Information Sessions were held in Guelph and Caledon, respectively. Invitations were provided to all on the study contact list. The Information Sessions focused on providing a generally non-technical overview of how transportation forecasting will be conducted and how it is related to the identification of transportation problems and opportunities.

The presentation material for the Information Sessions and a summary of the meeting can be viewed by clicking on the following link:

[Transportation Demand Modelling Information Session presentation](#)  
[Transportation Demand Modelling Information Session summary](#)

A [video](#) of the presentation has also been prepared. Audio commentary from the presenters at the meeting has been provided to guide you through the information presented.

## Stakeholder Consultation and Outreach

### First Nations

First Nations within the GTA West Preliminary Study Area are being engaged throughout the study process.

### Municipal Advisory Group (MAG)

Based on the geographic context of the Preliminary Study Area, the City of Guelph, County of Wellington, and Regions of Halton, Peel and York (including lower tier municipalities) are represented on the municipal advisory group and are being consulted throughout the duration of the EA Study.

The notes of MAG meetings can be viewed by clicking on the following link(s):

[MAG Meeting #1 Notes, March 6 2007](#)  
[MAG Meeting #2 Presentation, February 3 2009](#)  
[MAG Meeting #2 Notes, February 3 2009](#)

### Regulatory Agency Advisory Group (RAAG)

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments.

The notes of RAAG meetings can be viewed by clicking on the following link(s):

[RAAG Meeting #1 Notes, March 9 2007](#)  
[RAAG Meeting #2 Presentation, February 12 2009](#)  
[RAAG Meeting #2 Notes, February 12 2009](#)

### Transportation Service Providers, and Business and Commercial Stakeholders

Transportation service providers, and business and commercial stakeholders, will be engaged throughout the study process.



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### Newsletters and Fact Sheets

Newsletters and Fact Sheets will be added as this study progresses.

- [Approval of EA Terms of Reference \(PDF / 40 KB\)](#)
- [Ontario EA Process](#)
- [Canadian EA Process](#)
- [Greenbelt Plan](#)
- [Growth Plan for the Greater Golden Horseshoe](#)
- [Niagara Escarpment Plan](#)
- [Oak Ridges Moraine](#)
- [GTA West Study Area - Economic Context](#)
- [GTA West Study Area - Transportation Profile](#)

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### Maps and Reports

#### Background Reports

- [Growth Plan for the Greater Golden Horseshoe](#)


#### GTA West Corridor Environmental Assessment Reports:

- [Terms of Reference - Amended \(July 2007\)](#)
- [Consultation Record \(Main Body\) \(PDF / 250 KB\)](#)
  - [Appendix Part 1 \(A-F\) \(PDF / 3 MB\)](#)
  - [Appendix Part 2 \(G-J\) \(PDF / 4 MB\)](#)
- [Transportation and Economic Conditions Draft Overview Report - Complete \(PDF / 3.8 MB\)](#)
- [Environmental Conditions and Constraints Draft Overview Report - Complete \(PDF / 6.8 MB\)](#)
  - [Chapters 1 to 3 \(PDF / 3 MB\)](#)
  - [Chapter 4 \(PDF / 3.6 MB\)](#)
  - [Chapters 5 to 7 \(PDF / 555 KB\)](#)

#### GTA West Corridor Environmental Assessment Maps:

- [Key Map of the Preliminary Study Area \(JPEG / 250 KB\)](#)
- [Context of the Preliminary Study Area \(JPEG / 2 MB\)](#)

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### EA Legislation

#### Ontario Environmental Assessment Act (OEAA)

An Environmental Assessment, or EA, is a decision-making process used to promote good environmental planning by assessing the potential effects of certain activities on the environment. In Ontario, this process is defined and finds its authority in the Ontario Environmental Assessment Act (OEAA), RSO 1990. The purpose of the OEAA is to provide for the:

- protection;
- conservation; and,
- wise management of Ontario's environment.

To achieve this, the OEAA ensures that environmental problems or opportunities are considered and their effects are planned for, before development or building takes place.

The OEAA requires that MTO, complete an Individual EA that complies with the requirements of the Act by:

- accurately describing the undertaking;
- considering 'alternatives to the undertaking';
- considering alternative methods for the undertaking;
- consulting with the public;
- detailing impacts and mitigation; and,
- documenting all of the above for public review.

[Ontario Environmental Assessment Act](#)

#### Canadian Environmental Assessment Act (CEAA)

In addition to the Ontario Environmental Assessment Act (OEAA), the Canadian Environmental Assessment Act (CEAA) subjects some projects to a federal EA process. The federal process is conducted either as a Screening or a Comprehensive Study.

A Screening under the CEAA must include:

- description of the project;
- description of the existing environment;
- the environmental effects of the project including cumulative effects, and the effects of possible accidents or malfunctions;
- the significance of environmental effects;
- technically and economically feasible measures that would reduce or eliminate any significant adverse environmental effects of the project;
- comments from the public that are received in accordance with the Act and the regulations; and,
- any other matters relevant to the screening that the responsible authority may require to be considered.

The majority of federal projects are assessed through a screening; however, some projects require a comprehensive study. These projects are described in the Comprehensive Study List Regulations.

Early on in the comprehensive study, the Minister of the Environment has to decide whether the project should continue to be assessed as a comprehensive study, or whether it should be referred to a mediator or review panel. If the Minister decides the project should continue as a comprehensive study, the project can no longer be referred to a mediator or review panel.

For more information, please go to the Canadian Environmental Assessment Agency Web site at [www.ceaa.gc.ca](http://www.ceaa.gc.ca).

The Canadian Environmental Assessment Agency has the responsibility for administering the Canadian Environmental Assessment Act and;


- promotes environmental assessments as a planning tool to protect and sustain a healthy environment;
- promotes co-ordination among federal agencies and with provincial agencies;
- through workshops and training programs, creates an awareness of the Canadian Environmental Assessment Act and how it applies; and,
- acts as a resource to federal authorities with responsibilities under CEAA, to proponents and to the public in interpreting CEAA.

[Canadian Environmental Assessment Act](#)

[Basics of Federal Environmental Assessment and Screening Process](#)

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## FAQ

**1. What is MTO's Statement of Environmental Values (SEV) and how is it being considered in the GTA West Environmental Assessment Study?**

Statements of Environmental Values (SEVs) are a mechanism for ministries to record their commitment to the environment and be accountable for ensuring that the environment is considered in their decision-making.

The Environmental Bill of Rights (EBR) Act requires that ministries prepare and consider their SEV wherever decisions that might significantly affect the environment are made. In other words, they must demonstrate 'how the purposes of the EBR will be integrated with other considerations, such as the environment, socio-economic and scientific issues that are part of the decision-making within the Ministry'.

MTO's SEV is available on the [Environmental Registry](#).

The Vision Statement in MTO's SEV calls for the Ministry to be a world leader in moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life.

To achieve the Vision, the Ministry is focused on delivering four key priorities as identified in its SEV:

1. Increase transit ridership.
2. Promote a multimodal transportation network to support the efficient movement of people and goods.
3. Promote road safety in order to remain among the safest jurisdictions in North America.
4. Improve Ontario's highway, bridge and border infrastructure.

These priorities and MTO's SEV will be considered throughout all phases of the EA from the identification of transportation problems & opportunities, to the evaluation of alternatives, and identification of the most appropriate mitigation measures.

**2. How is the study related to the role of Metrolinx and its inter-regional Transportation Plan?**

Metrolinx is mandated to develop a transportation plan for the GTA and Hamilton. Legislation requires the Metrolinx transportation plan to conform to the Growth Plan. Given the GTA West Corridor is identified as a future transportation corridor in the Growth Plan, the ministry will work closely with Metrolinx to ensure information and findings from the GTA West Corridor Planning and EA Study will be considered in development of the Metrolinx Transportation Plan.

3. Why is MTO proceeding with an EA for this area without a provincial/regional transportation plan or strategy that identifies priorities?

The Proposed Growth Plan for the Greater Golden Horseshoe (GGH) indicates that most of Ontario's growth to 2031 will occur south of the Oak Ridges Moraine, east of the Niagara Escarpment. To prepare for this future growth, the province needs to plan for infrastructure that can connect urban growth centres and move people and goods efficiently. The objective of maintaining an efficient transportation link between the GTA West Corridor urban growth centres is a priority within the Growth Plan. Any subsequent plans or strategies must conform to the Growth Plan so this initiative will remain a priority.

4. How does the GTA West Corridor planning study relate to the Sub-Area Assessment of the Proposed Growth Plan?

The Sub-Area Assessment (SAA) work will identify phasing, coordination and investment for infrastructure planning and investment. Through coordination with MPIR and regional and local stakeholders, the analysis, findings and recommendations from this planning study will inform the SAA about work relating to the GTA West Corridor.

5. Why are the N-GTA and GTA West conducted as two different studies? Do they share a common study limit? Could corridors identified from the two studies potentially connect?

These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities. Accordingly, the direct connection of new transportation facilities within the preliminary study areas is not an objective of either study.

Highway 401 is the common boundary between the two studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated.

There will be a high level of coordination between these two studies, for example:

- Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting;
- Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives;
- The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa;
- Both studies are managed by the same MTO office and same consultant consortium.

6. What is the relationship between the GTA West Corridor Study and other MTO projects?

While the GTA West Corridor EA Study will primarily examine east-west travel in the Greater Golden Horseshoe (GGH), the transportation demand forecasting for the study will be based on the entire transportation network in the GGH. In this way, future travel to and from cities/communities outside the Preliminary Study Area, such as Peterborough and Fort Erie/U.S., will be accounted for. In addition, the analysis and findings from other MTO and municipal transportation studies, such as the 427 Corridor Extension, Niagara to GTA Corridor, Highway 407 East Extension Corridor, Brantford to Cambridge Corridor, Highway 6 (Freelton to Guelph), Hanlon Expressway Extension and others will be considered and coordinated in the GTA West EA study.



**7. The Growth Plan shows the GTA West Corridor crossing the Niagara Escarpment. Does the Provincial Greenbelt Plan and Niagara Escarpment Plan allow for this?**

Under Section 4.2 of the Greenbelt Plan - existing, expanded or new infrastructure is permitted subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives:

(a) It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or (b) It serves the significant growth and economic development expected in Southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.

The Niagara Escarpment Plan (Section 2.15) also allows for new and expanded transportation facilities to cross, as long as they are designed and located so that the least possible change occurs in the environment and the natural and cultural landscape.

No decision has been made concerning the nature of transportation solutions to be implemented to address transportation problems within the GTA West corridor. Stage 1 of this study will examine all reasonable alternatives to address the identified transportation problems and opportunities.

**8. What role will 407 ETR play in the MTO study?**

407 ETR forms part of the Transportation System through York/Peel and will be considered in the study from the viewpoint of improving the overall transportation network to meet future demand. This corridor can also accommodate future dedicated transit infrastructure along its length. In the event future expansion of 407 is identified as one of the solutions to serve a broader provincial transportation objective, the province will work with 407 ETR to implement the required expansion.

**9. Why doesn't the preliminary study area include a broader area?**

The Preliminary Study Area reflects the Purpose of the Study, which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre.

This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.

In addition, the Influence Area for transportation modeling will include a broader area. Now that the EA Terms of Reference has been approved, the travel demand analysis will be carried out in a much broader context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence on the travel demand and traffic patterns in the GTA West Corridor.

**10. Why doesn't the preliminary study area include Kitchener-Waterloo?**

The future travel demand and linkage between Kitchener-Waterloo and Guelph will be addressed by the proposed new Highway 7, as a controlled-access highway (similar to the current Conestoga Parkway). The Environmental Assessment for the new Highway 7 has been completed and approved by the Ministry of the Environment. The project is now entering detailed design.

In addition, the identification of the Preliminary Study Area is consistent with the Growth Plan for the Greater Golden Horseshoe directions (Schedule 6 of the Plan).

Regardless the travel demand analysis will be carried out in a much broader context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence on the travel demand and traffic patterns in the GTA West Corridor, including Kitchener-Waterloo.

The Region of Waterloo will also be represented on the [Municipal Advisory Group](#).

**11. What is MTO's response to local development applications that could potentially block off the right-of-way of a new GTA West corridor?**

MTO recognizes the growing development pressures in the GTA West Corridor study area could preclude any future right-of-ways. To ensure this is minimized and all options are left open, the ministry intends to work with municipalities in the study area to monitor development activities and to share technical information from the study.

**12. Is tolling going to be considered in the current stage of the study?**

No. This study will examine all reasonable alternatives to address the identified transportation problems and opportunities within the GTA West corridor. The Ontario government is committed to considering innovative ways to fund new infrastructure projects, including tolling. Tolling is an implementation issue that may be examined at a later stage in the project if required.

**13. What is an EA?**

All public infrastructure projects in Ontario, including transportation planning projects, are subject to the Ontario Environmental Assessment Act (1997); they are required to undergo a process whereby all potential impacts are considered – i.e. natural, social, cultural and economic.

Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the GTA West Corridor, are subject to the Individual EA process under the Act.

The GTA West Corridor EA study is also subject to the requirements of the federal Canadian Environmental Assessment Act – with its own process and set of requirements. As a result of the Canada-Ontario Agreement for EA Cooperation, signed in 2004, MTO is committed to working in a coordinated manner with both the provincial and federal governments.

**14. What is an EA Terms of Reference?**

For proposed new transportation corridors that follow an Individual EA, the first step in this process is the development of an EA Terms of Reference (ToR) document that outlines the framework and commitments for completing the subsequent EA study.

The ToR outlines how the proponent will conduct the study and how impacts will be assessed. It outlines the process for identifying:

- Transportation planning/need
- Alternatives to the undertaking
- Definition of an EA study area
- Range and types of alternatives to be considered, and the
- Generation and evaluation of alternatives to be considered

The ToR also outlines the consultation process to be undertaken. In a major undertaking such as an Individual EA, a consultation program will typically include Public Information Centres (PICs), meetings with the Regulatory Agency Advisory Group (RAAG), the Municipal Advisory Group (MAG), the Community Advisory Committee (CAG), a project web site and local project office, individual meetings with stakeholders and stakeholder groups, and issue-specific workshops. The consultation program can be tailored to meet the requirements of each individual project.

The EA ToR document must be submitted to the Minister of the Environment for review and approval. If approval is granted, the proponent (e.g., MTO) may then proceed with the subsequent EA study. Once completed, this study will also in turn be submitted to the Minister of Environment for review and approval. If approved, the proponent can then proceed with design and construction.

These stages are also regulated by the Canada Environmental Assessment Act (CEAA) and require additional environmental studies and consultation.

#### 15. What is the status of the EA Terms of Reference for this study?

The GTA West Corridor Environmental Assessment Terms of Reference (Amended: July 2007) was approved by the Minister of the Environment on March 4, 2008. Please refer to the [Study Process](#) section of this website for information on the EA process following the approval of a Terms of Reference.

#### 16. How does an Individual EA differ from a Class EA?

A Class EA is a decision-making framework under the Ontario Environmental Assessment Act that applies to a range of similar, or class of, projects. A Class EA is used when potential environmental impacts and the proposed mitigation techniques are predictable and/or similar to other projects within that same class. MTO's "Class EA for Provincial Transportation Facilities" document was developed in consultation with the Ministry of the Environment, and similar to an Individual EA, it defines and documents the process to be followed when conducting the EA study as well as requirements for public participation.





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### The Media Page

<b>Will MacKenzie</b> Information Officer Ministry of Transportation, Central Region Business Services Office Bldg D 1st Flr 1201 Wilson Ave Downsview ON M3M1J8 P: (416) 235-5394	<b>Bob Nichols</b> Senior Media Liaison Officer Ministry of Transportation, Deputy Minister's Office Issues and Media Office Ferguson Block 3rd Flr 77 Wellesley St W Toronto ON M7A1Z8 P: (416) 327-1158
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### Contact Us

Your input is important to us. If you would like to send your comments to the GTA West Project Team, please complete the online form below and click "submit".

The Project Team can also be reached via email at: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

Name :

Address :

City :

Province :

Postal Code :

Email :

Comments :

How would you like to receive study notices?

☒ Email

☐ Regular Mail

Comments and information regarding this project are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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## **APPENDIX D**

### **PROJECT VIDEO SCRIPT**

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**GTA WEST VIDEO 1 – SCRIPT**

<b>Time Count</b>	<b>Voiceover</b>
0:30	<ul style="list-style-type: none"> <li>West of the Greater Toronto Area, between Highway 400 and Highway 6, lies a rich and diverse area of Southern Ontario; an area that is home to many people and businesses. It encompasses portions of the regions of York, Peel, Halton, and Wellington County and includes the City of Guelph.</li> </ul>
1:00	<ul style="list-style-type: none"> <li>Thousands of jobs, primarily from the manufacturing and retail sectors, education, and agriculture are located in the study area. Many of these sectors are located in the GTA and the adjacent areas, with thousands of jobs in the Kitchener-Waterloo and Cambridge Guelph areas.</li> <li>Strategically located between the GTA and the Canada US borders in Windsor and Niagara, these areas are the economic centres.</li> </ul>
1:30	<ul style="list-style-type: none"> <li>The study area is home to larger cities, such as Brampton, and Guelph...</li> <li>...smaller urban centres, including Georgetown, Acton, and Bolton...</li> <li>...and many small communities, located throughout the corridor.</li> <li>All of these communities have one thing in common: <i>growth</i>.</li> </ul>
2:20	<ul style="list-style-type: none"> <li>There are vast areas of natural beauty and environmental importance.</li> <li>The Niagara Escarpment, a world biosphere reserve, traverses the entire study area.</li> <li>Many rivers, streams, recreational areas and farms are located in the study area.</li> <li>How we address our transportation needs through this diverse landscape - is a tremendous challenge.</li> </ul>
2:30	<ul style="list-style-type: none"> <li>The transportation network includes Highway 401, a vital trade route carrying \$900M of goods per day, as well as other major 400 series Highways.</li> </ul>
2:40	<ul style="list-style-type: none"> <li>There is a grid of local roads in the study area, a few cross the escarpment.</li> </ul>
2:50	<ul style="list-style-type: none"> <li>Commuters can take the GO Train from Georgetown to Union Station during the peak period.</li> <li>Much of the travel in this area today uses the road network.</li> <li>Long distance freight moves by rail, but nearly all local freight moves by truck.</li> </ul>
3:20	<ul style="list-style-type: none"> <li>The Ministry of Transportation is planning for the future growth in the study area, and examining the vital factors involving population growth and increasing travel demands.</li> <li>To plan for this future travel growth, the Ministry is continuing with the GTA West Corridor Planning and Environmental Assessment—a study that is the first of its kind for this area.</li> <li>An Environmental Assessment Terms of Reference, which outlines the study process, is approved and available.</li> <li>Current transportation issues and opportunities are currently being addressed.</li> </ul>
3:35	<ul style="list-style-type: none"> <li>Other important planning framework includes the Metrolinx Regional Transportation Plan, the Growth Plan for the GGH, and the Green Belt Plan.</li> </ul>
3:40	<ul style="list-style-type: none"> <li>GO Transit is studying the possible future extension of GO train service</li> </ul>

	from Georgetown to Kitchener.
3:50	<ul style="list-style-type: none"> <li>Based on consultation, one common concern is a high level of traffic congestion which increases delay and transportation costs for both people and goods.</li> </ul>
4:40	<ul style="list-style-type: none"> <li>Our study has shown that the number one transportation challenge in this study area is traffic congestion.</li> <li>Congestion delays commuters going to and from work.</li> <li>Congestion has economic costs as trucks are held up in traffic.</li> <li>And limits how much freight can be delivered to rail lines for long-distance transport.</li> <li>Commuters and tourists have limited mode choices as transit does not fully serve the study area.</li> <li>The availability and performance of transportation links between Urban Growth Centres is also identified as a problem.</li> </ul>
4:50	<ul style="list-style-type: none"> <li>As this area continues to grow, transportation issues need to be addressed.</li> <li>Any solutions must consider how community and land use is integrated with transportation.</li> </ul>
5:20	<ul style="list-style-type: none"> <li>We will look at alternative solutions, and consider all modes of transportation so that people can have more choice in the way that they travel.</li> <li>We know that transportation in this area is very dependent on the road system. What opportunities do we have to make better use of other modes?</li> <li>Solutions will consider combinations of different kinds of transportation improvements: No single solution will solve all problems in the long term.</li> <li>We know that the movement of goods is very important to the economy and any solution must address the need to reduce delays and keep goods moving.</li> </ul>
6:30	<ul style="list-style-type: none"> <li>We will continue to consult with all stakeholders, communities and residents in the GTA West corridor.</li> <li>Your comments are important to us as we develop a plan to accommodate future growth.</li> <li>Transportation can help shape the communities we all want to see...</li> <li>We want to: <ul style="list-style-type: none"> <li>- Build compact, vibrant and complete communities...</li> <li>- Develop a prosperous and competitive economy...</li> <li>- While protecting our irreplaceable natural areas and our valuable resources.</li> </ul> </li> <li>We seek your input during the remainder of this study.</li> <li>Visit our study website for updated project information and contact our team at any time.</li> <li>We look forward to your ongoing participation as we work together to shape the future of transportation in the GTA West corridor.</li> </ul>

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## **APPENDIX E**

### **NEWSPAPER NOTIFICATIONS**

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# ONTARIO GOVERNMENT NOTICE

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### GTA West Corridor - Environmental Assessment (EA) Study - Stage 1

#### THE STUDY

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the Province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area.

The Project Team is now in the process of identifying the transportation problems and opportunities in the preliminary study area, which will later assist the Team in examining the effectiveness of alternative transportation improvements.

#### PROCESS

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The Study's Terms of Reference (ToR) was approved by the Ontario Minister of the Environment on March 4, 2008.

#### PUBLIC INFORMATION CENTRES

The public is invited to attend these informal sessions to view maps and displays that illustrate the problems and opportunities within the GTA West corridor. Project Team members will be available to answer questions, receive comments and discuss the next steps in this study. The dates and locations of the Public Information Centres are as follows:

**Wednesday, March 4, 2009**

**River Run Centre**

Canada Company Hall  
35 Woolwich St.

**Guelph, ON**

**4:00 p.m. to 8:00 p.m.**

**Wednesday, March 11, 2009**

**Le Jardin Special Events Centre**

Venetian Room  
8440 Highway 27

**Woodbridge, ON**

**4:00 p.m. to 8:00 p.m.**

**Thursday, March 5, 2009**

**Brampton Fairgrounds**

Hall  
12942 Heart Lake Rd.

**Caledon, ON**

**4:00 p.m. to 8:00 p.m.**

**Thursday, March 12, 2009**

**Pearson Convention Center**

Hall C  
2638 Steeles Ave. E.

**Brampton, ON**

**4:00 p.m. to 8:00 p.m.**

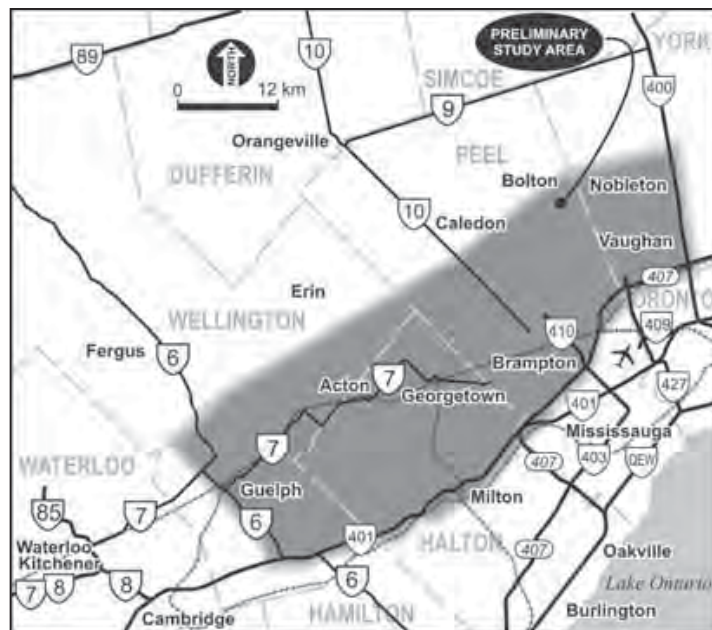
**Monday, March 9, 2009**

**Mold-Master Sportsplex**

Alcott Hall  
221 Guelph St.

**Georgetown, ON**

**4:00 p.m. to 8:00 p.m.**



#### COMMENTS

Comments and information regarding this Study will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Comment forms and study information are available on the project website: [www.gta-west.com](http://www.gta-west.com). 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.

For further information, or to be added to the mailing list, please visit the project website or contact:

**Mr. Jin Wang, Project Co-ordinator**  
Ontario Ministry of Transportation  
Provincial and Environmental Planning Office  
301 St. Paul Street, 2nd Floor  
St. Catharines, ON L2R 7R4  
Phone: 905-704-2117  
Fax: 905-704-2007  
E-mail: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

**Mr. Neil Ahmed, P. Eng., Consultant Project Manager**  
McCormick Rankin Corporation  
2655 North Sheridan Way  
Mississauga, ON L5K 2P8  
Toll-free: 1-877-562-7947  
Phone: 905-823-8500  
Fax: 905-823-8503  
E-mail: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)



Please visit our website at: [www.gta-west.com](http://www.gta-west.com)

# AVIS DU GOUVERNEMENT DE L'ONTARIO

## ANNONCE DE LA SEANCE D'INFORMATION PUBLIQUE N° 2

### Corridor ouest de la RGT – Évaluation environnementale (EE), étape 1

#### L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) travaille pour assurer le déplacement efficace des gens et des marchandises dans le cadre du *Plan de croissance du grand Golden Horseshoe* ébauché par la province. Afin de suivre les politiques énoncées dans le *Plan de croissance*, le MTO a lancé le processus officiel d'évaluation environnementale (EE) pour le corridor ouest de la Région du Grand Toronto (RGT). Le but de cette étude est d'examiner les problèmes et les opportunités à long terme sur le plan du transport et de considérer les solutions de rechange possibles afin de mieux relier les *centres de croissance urbaine* au sein de la zone d'étude préliminaire du corridor ouest de la RGT.

L'équipe de projet est en train de déterminer les problèmes et les opportunités relatifs au transport dans la zone d'étude préliminaire, qui l'aidera plus tard à examiner l'efficacité d'autres améliorations du transport.

#### PROCESSUS

L'étude est menée comme une EE indépendante conformément à la *Loi sur les évaluations environnementales de l'Ontario*. Son mandat a été approuvé par le ministère de l'Environnement de l'Ontario, le 4 mars 2008.

#### SÉANCES D'INFORMATION PUBLIQUE

Le public est invité à assister à ces séances informelles pour observer des cartes et des affiches illustrant les problèmes et les opportunités qui se trouvent dans le corridor ouest de la RGT. Les membres de l'équipe de projet pourront répondre aux questions, accueillir des commentaires et discuter des étapes suivantes dans cette étude. Voici les dates et emplacements des séances:

**Mercredi 4 mars 2009**

**River Run Centre**  
Canada Company Hall  
35, rue Woolwich  
**Guelph (Ontario)**  
16 h à 20 h

**Mercredi 11 mars 2009**

**Centre d'activité Le Jardin Spécial**  
salle Venetian  
8440, route 27  
**Woodbridge (Ontario)**  
16 h à 20 h

**Jeudi 5 mars 2009**

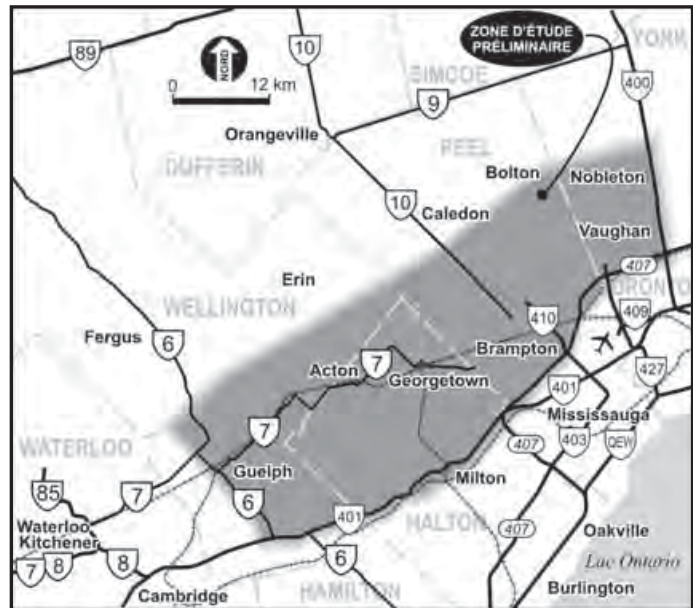
**Brampton Fairgrounds**  
Hall  
12942, ch. Heart Lake  
**Caledon (Ontario)**  
16 h à 20 h

**Jeudi 12 mars 2009**

**Pearson Convention Center**  
Hall C  
2638, ave. Steeles E.  
**Brampton (Ontario)**  
16 h à 20 h

**Lundi 9 mars 2009**

**Mold-Master Sportsplex**  
Alcott Hall  
221, rue Guelph  
**Georgetown (Ontario)**  
16 h à 20 h



#### COMMENTAIRES

La collecte des commentaires et de l'information concernant ce projet a pour but d'aider l'équipe dans son travail. Ce matériel sera conservé au dossier durant le projet et pourrait être intégré à la documentation du projet. Les formulaires pour les commentaires et l'information sur l'étude sont disponibles sur le site Web du projet au [www.gta-west.com](http://www.gta-west.com). L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et à la *Loi sur l'accès à l'information*. Exception faite des renseignements personnels, tous les commentaires feront partie du dossier public.

Pour de plus amples détails ou pour figurer sur la liste d'envoi postal, veuillez visiter le site Web du projet ou communiquer avec :

**M. Jin Wang, coordonnateur de projet**  
Ministère des Transports de l'Ontario  
Bureau de planification provinciale de  
l'environnement et des projets  
301, rue St. Paul, 2<sup>e</sup> étage  
St. Catharines (Ontario) L2R 7R4  
Tél. : (905) 704-2117  
Télééc. : (905) 704-2007  
Courriel : [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

**M. Neil Ahmed, ing., consultant et chargé de projet**  
McCormick Rankin Corporation  
2655, North Sheridan Way  
Mississauga (Ontario) L5K 2P8  
Appels sans frais : 1 877-562-7947  
Tél. : (905) 823-8500  
Télééc. : (905) 823-8503  
Courriel : [project\\_team@gta-west.com](mailto:project_team@gta-west.com)



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**APPENDIX F**  
**STUDY PROGRESS UPDATE NOTIFICATION**  
**MATERIALS**

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[REDACTED]

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**From:** GTA West Project Team [project\_team@gta-west.com]  
**Sent:** November 10, 2008 3:26 PM  
**To:** 'project\_team@gta-west.com'  
**Subject:** GTA West Corridor Environmental Assessment Study - Study Progress Update  
**Attachments:** GTA West Corridor Environmental Assessment Study - Study Progress Update.pdf

Please find attached a study progress update letter in regards to the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

**McCormick Rankin Corporation**  
2655 North Sheridan Way  
Mississauga, ON Canada L5K 2P8  
Tel: 905.823.8500  
Fax: 905.823.2669

November 10, 2008

**RE: GTA West Corridor Environmental Assessment (EA) Study Progress Update**

---

Dear Sir/Madam:

Given your previous interest in the GTA West Corridor EA we wanted to update you on the Study's progress and schedule.

Since the last round of Public Information Centres for the EA Terms of Reference, the Project Team has been:

- Developing project-specific goals and objectives in the context of government policies;
- Developing Travel Demand Forecasting approaches with two information sessions conducted in June 2008;
- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – "Overview of Transportation & Economic Conditions", and "Overview of Environmental Conditions and Constraints".; and
- Identifying specific inter-regional transportation problems and opportunities in the study area.

These are important steps that lay the foundation for later examination of the effectiveness of alternative transportation system improvements.

To ensure that the work described above is properly integrated with other important planning considerations, we have revised the overall study schedule. The release of an Area Transportation Problems and Opportunities Report, and the next round of Public Information Centres that were previously scheduled for Fall 2008 have now been rescheduled to occur in early 2009. This revision will allow us to appropriately incorporate work from the recently released Metrolinx draft Regional Transportation Plan for the Greater Toronto and Hamilton Area into the transportation model for the GTA West Study. This will strengthen our modeling work and ensure that the Project Team has the opportunity to review and analyze the Metrolinx recommendations. The change also gives the Team the opportunity to review more up-to-date information from municipalities within the study area that are identifying future population and employment areas. Accordingly, the completion date of the EA Stage 1 Study has been changed from the end of 2009 to mid-2010.

Thank you for your ongoing interest in the GTA West Corridor Environmental Assessment. We look forward to your continued involvement in the Study and hope you will visit the project website ([www.gta-west.com](http://www.gta-west.com)) for additional information and to provide value-adding perspectives. We will notify you directly with further details of future formal consultation activities.

Sincerely,



Mr. Jin Wang  
Project Coordinator  
Provincial and Environmental Planning Office  
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.  
Consultant Project Manager  
McCormick Rankin Corporation

cc. H. Garbot - MTO  
M. Bricks - Ecoplans Ltd.



**McCORMICK  
RANKIN  
CORPORATION**



**McCormick Rankin Corporation**  
2655 North Sheridan Way  
Mississauga, ON Canada L5K 2P8  
Tel: 905.823.8500  
Fax: 905.823.2669

November 10, 2008

«Title» «FirstName» «LastName»  
«JobTitle»  
«Address1»  
«Address2»  
«City», «State»  
«PostalCode»

Dear «Salutation» «LastName»:

**RE: GTA West Corridor Environmental Assessment (EA) Study Progress Update**

---

Given your previous interest in the GTA West Corridor EA we wanted to update you on the Study's progress and schedule.

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- Developing project-specific goals and objectives in the context of government policies;
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- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – “Overview of Transportation & Economic Conditions”, and “Overview of Environmental Conditions and Constraints”.; and
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**McCORMICK  
RANKIN  
CORPORATION**



**McCormick Rankin Corporation**

2655 North Sheridan Way

Mississauga, ON Canada L5K 2P8

Tel: 905.823.8500

Fax: 905.823.2669

Thank you for your ongoing interest in the GTA West Corridor Environmental Assessment. We look forward to your continued involvement in the Study and hope you will visit the project website ([www.gta-west.com](http://www.gta-west.com)) for additional information and to provide value-adding perspectives. We will notify you directly with further details of future formal consultation activities.

Sincerely,



---

Mr. Jin Wang  
Project Coordinator  
Provincial and Environmental Planning Office  
Ontario Ministry of Transportation



---

Mr. Neil Ahmed, P. Eng.  
Consultant Project Manager  
McCormick Rankin Corporation

cc. H. Garbot - MTO  
M. Bricks - Ecoplans Ltd.



McCORMICK  
RANKIN  
CORPORATION



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**APPENDIX G**  
**PUBLIC INFORMATION CENTRE #2**  
**NOTIFICATION MATERIALS**

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February 9, 2009

Mr. Ted Arnott  
MPP - Wellington-Halton Hills  
181 St. Andrew Street East  
2nd Floor  
Fergus, Ontario  
N1M 1P9

Dear Mr. Arnott:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

The first round of Public Information Centres (PICs) was held during the ToR. The second round of PICs has now been arranged to provide interested stakeholders and members of the public with an opportunity to review and comment on recent work towards the identification of Problems and Opportunities. The PICs will be conducted as a drop-in format from 4:00 p.m. to 8:00 p.m. Members of the Project Team will be available to discuss the study and to respond to questions or concerns.

The dates, times and locations of the second round of PICs are:

Wed March 4, 2009	Thurs March 5, 2009	Mon March 9, 2009	Wed March 11, 2009	Thurs March 12, 2009
River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON	Brampton Fairgrounds – Hall 12942 Heart Lake Rd Caledon, ON	Mold-Master Sportsplex – Alcott Hall 221 Guelph St Georgetown, ON	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge, ON	Pearson Convention Center – Hall C 2638 Steeles Ave E Brampton, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

A copy of the Ontario Government Notice that will be appearing in local newspapers and provides the dates and locations of the PICs is attached for your reference.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', with a stylized flourish at the end.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.





February 9, 2009

Mr. Ted Chudleigh  
MPP - Halton  
172 Mill Street  
Unit 1  
Milton, Ontario  
L9T 1S2

Dear Mr. Chudleigh:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', written over the printed name.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Mr. Bob Delaney  
MPP - Mississauga-Streetsville  
2nd Floor, Plaza 4, Suite 220  
2000 Argentia Road  
Mississauga, Ontario  
L5N 1W1

Dear Mr. Delaney:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', written in a cursive style.

Shelley Tapp  
Manager

- c. Jin Wang – MTO
- Neil Ahmed – MRC

Attch.



February 9, 2009

Mr. Vic Dhillon  
MPP - Brampton West  
304 - 37 George Street North  
Brampton, Ontario  
L6X 1R5

Dear Mr. Dhillon:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.



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Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', written in a cursive style.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Ms. Helena Jaczek  
MPP - Oak Ridges-Markham  
135 Main Street North  
Suite 201  
Markham, Ontario  
L3P 1Y2

Dear Ms. Jaczek:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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A copy of the Ontario Government Notice that will be appearing in local newspapers and provides the dates and locations of the PICs is attached for your reference.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', followed by a period.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Ms. Linda Jeffrey  
MPP - Brampton-Springdale  
380 Bovaird Drive East  
Unit 13  
Brampton, Ontario  
L6Z 2S7

Dear Ms. Jeffrey:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,



Shelley Tapp  
Manager

- c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Ms. Sylvia Jones  
MPP - Dufferin-Caledon  
244 Broadway Avenue  
Orangeville, Ontario  
L9W 1K5

Dear Ms. Jones:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,



Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Dr. Kuldip Kular  
MPP - Bramalea-Gore-Malton  
8177 Torbram Road  
Brampton, Ontario  
L6T 5C5

Dear Dr. Kular:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', with a stylized, cursive script.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Ms. Liz Sandals  
MPP - Guelph  
173 Woolwich Street  
Guelph, Ontario  
N1H 3V4

Dear Ms. Sandals:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', is written over the printed name.

Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.



February 9, 2009

Mr. Greg Sorbara  
MPP - Vaughan  
140 Woodbridge Avenue  
Unit AU8  
Woodbridge, Ontario  
L4L 4K9

Dear Mr. Sorbara:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

I am pleased to advise you that the Ministry of Transportation (MTO) is proceeding with the GTA West Corridor Planning and Environmental Assessment (EA) Study, in accordance with the *Ontario Environmental Assessment Act* (the Act). The EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. The Study is now in the process of identifying Transportation Problems and Opportunities in the Preliminary Study Area. This will later assist the Project Team in examining the effectiveness of alternative transportation improvements.

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Thank you for your interest in this important study.

Sincerely,

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Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC

Attch.

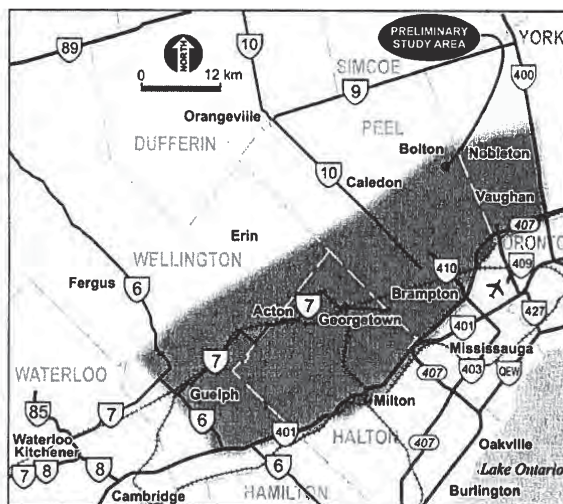


**ONTARIO GOVERNMENT NOTICE**  
**Notice of Public Information Centre #2**  
**GTA West Corridor - Environmental Assessment (EA) Study - Stage 1**

**THE STUDY**

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the Province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area.

The Project Team is now in the process of identifying the transportation problems and opportunities in the preliminary study area, which will later assist the Team in examining the effectiveness of alternative transportation improvements.



**PROCESS**

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The Study's Terms of Reference (ToR) was approved by the Ontario Minister of the Environment on March 4, 2008.

**PUBLIC INFORMATION CENTRE**

The public is invited to attend these informal sessions to view maps and displays that illustrate the problems and opportunities within the GTA West corridor. Project Team members will be available to answer questions, receive comments and discuss the next steps in this study. The dates and locations of the Public Information Centres are as follows:

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**COMMENTS**

Comments and information regarding this Study will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Comment forms and study information are available on the project website: [www.gta-west.com](http://www.gta-west.com). 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.

For further information, or to be added to the mailing list, please visit the project website or contact:

Mr. Jin Wang, Project Co-ordinator  
Ontario Ministry of Transportation  
Provincial and Environmental Planning Office  
301 St. Paul Street, 2nd Floor  
St. Catharines, ON L2R 7R4  
Phone: (905) 704-2117  
Fax: (905) 704-2007  
e-mail: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

Mr. Neil Ahmed, P. Eng., Consultant Project Manager  
McCormick Rankin Corporation  
2655 North Sheridan Way  
Mississauga, ON L5K 2P8  
Toll Free: 1(877) 562-7947  
Phone: (905) 823-8500  
Fax: (905) 823-8503  
e-mail: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

Please visit our website at: [www.gta-west.com](http://www.gta-west.com)



[REDACTED]

---

**From:** GTA West Project Team [project\_team@gta-west.com]  
**Sent:** February 13, 2009 12:55 PM  
**To:** 'project\_team@gta-west.com'  
**Subject:** GTA West Corridor Environmental Assessment Study - Public Information Centre #2  
**Attachments:** GTAW PIC 2 Notification Letter - Feb 13 09.pdf

Please find attached a Public Information Centre #2 Notification Letter in regards to the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

**McCormick Rankin Corporation**  
2655 North Sheridan Way  
Mississauga, ON Canada L5K 2P8  
Tel: 905.823.8500  
Fax: 905.823.2669

February 13, 2009

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre Round #2**

Dear Sir/Madam:

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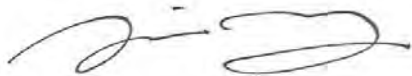
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Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

We are committed to proactive consultation with interested stakeholders in the Preliminary Study Area throughout the study and we look forward to your ongoing and effective participation.

Thank you for your interest in this important study.

Sincerely,



---

Mr. Jin Wang  
Project Coordinator  
Provincial and Environmental Planning Office  
Ontario Ministry of Transportation



---

Mr. Neil Ahmed, P. Eng.  
Consultant Project Manager  
McCormick Rankin Corporation

cc. H. Garbot - MTO  
M. Bricks - Ecoplans Ltd.

**McCormick Rankin Corporation**  
2655 North Sheridan Way  
Mississauga, ON Canada L5K 2P8  
Tel: 905.823.8500  
Fax: 905.823.2669

February 13, 2009

«Title» «FirstName» «LastName»  
«JobTitle»  
«Address1»  
«Address2»  
«City», «State»  
«PostalCode»

Dear «Salutation» «LastName»:

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Public Information Centre Round #2**

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../2



**McCormick Rankin Corporation**  
2655 North Sheridan Way  
Mississauga, ON Canada L5K 2P8  
Tel: 905.823.8500  
Fax: 905.823.2669

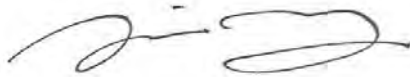
- 2 -

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Thank you for your interest in this important study.

Sincerely,



---

Mr. Jin Wang  
Project Coordinator  
Provincial and Environmental Planning Office  
Ontario Ministry of Transportation



---

Mr. Neil Ahmed, P. Eng.  
Consultant Project Manager  
McCormick Rankin Corporation

cc. H. Garbot - MTO  
M. Bricks - Ecoplans Ltd.



March 2, 2009

Mr. Ted Arnott  
MPP - Wellington-Halton Hills  
181 St. Andrew Street East  
2nd Floor  
Fergus, Ontario  
N1M 1P9

Dear Mr. Arnott:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

This brochure will be readily available to the public at the PICs and Project Team members will be on hand to address any questions the public may have regarding its contents.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,

*for*   
Shelley Tapp  
Manager

c.      Jin Wang – MTO  
         Neil Ahmed – MRC  
         MPP Legislative Offices

Attch.

Provincial and Environmental Planning Office  
2<sup>nd</sup> Floor, 301 St. Paul Street  
St. Catharines, ON L2R 7R4  
Tel: (905) 704-2098  
Fax: (905) 704-2007



March 2, 2009

Mr. Ted Chudleigh  
MPP - Halton  
172 Mill Street  
Unit 1  
Milton, Ontario  
L9T 1S2

Dear Mr. Chudleigh:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

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Sincerely,

*Ben Rhoney*  
for Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC  
MPP Legislative Offices

Attch.



March 2, 2009

Mr. Bob Delaney  
MPP - Mississauga-Streetsville  
2nd Floor, Plaza 4, Suite 220  
2000 Argentia Road  
Mississauga, Ontario  
L5N 1W1

Dear Mr. Delaney:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

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for Shelley Tapp  
Manager

c.     Jin Wang – MTO  
       Neil Ahmed – MRC  
       MPP Legislative Offices

Attch.

Provincial and Environmental Planning Office  
2<sup>nd</sup> Floor, 301 St. Paul Street  
St. Catharines, ON L2R 7R4  
Tel: (905) 704-2098  
Fax: (905) 704-2007



March 2, 2009

Mr. Vic Dhillon  
MPP - Brampton West  
304 - 37 George Street North  
Brampton, Ontario  
L6X 1R5

Dear Mr. Dhillon:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

This brochure will be readily available to the public at the PICs and Project Team members will be on hand to address any questions the public may have regarding its contents.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC  
MPP Legislative Offices

Attch.



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2<sup>nd</sup> Floor, 301 St. Paul Street  
St. Catharines, ON L2R 7R4  
Tel: (905) 704-2098  
Fax: (905) 704-2007



March 2, 2009

Ms. Linda Jeffrey  
MPP - Brampton-Springdale  
380 Bovaird Drive East  
Unit 13  
Brampton, Ontario  
L6Z 2S7

Dear Ms. Jeffrey:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

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Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC  
MPP Legislative Offices

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Tel: (905) 704-2098  
Fax: (905) 704-2007



March 2, 2009

Ms. Helena Jaczek  
MPP - Oak Ridges-Markham  
135 Main Street North  
Suite 201  
Markham, Ontario  
L3P 1Y2

Dear Ms. Jaczek:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

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Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC  
MPP Legislative Offices

Attch.



March 2, 2009

Ms. Sylvia Jones  
MPP - Dufferin-Caledon  
244 Broadway Avenue  
Orangeville, Ontario  
L9W 1K5

Dear Ms. Jones:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

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Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c.      Jin Wang – MTO  
         Neil Ahmed – MRC  
         MPP Legislative Offices

Attch.



March 2, 2009

Dr. Kuldip Kular  
MPP - Bramalea-Gore-Malton  
8177 Torbram Road  
Brampton, Ontario  
L6T 5C5

Dear Dr. Kular:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

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Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c.      Jin Wang – MTO  
         Neil Ahmed – MRC  
         MPP Legislative Offices

Attch.



March 2, 2009

Ms. Liz Sandals  
MPP - Guelph  
173 Woolwich Street  
Guelph, Ontario  
N1H 3V4

Dear Ms. Sandals:

**RE:    GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

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         Neil Ahmed – MRC  
         MPP Legislative Offices

Attch.



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2<sup>nd</sup> Floor, 301 St. Paul Street  
St. Catharines, ON L2R 7R4  
Tel: (905) 704-2098  
Fax: (905) 704-2007



March 2, 2009

Mr. Greg Sorbara  
MPP - Vaughan  
140 Woodbridge Avenue  
Unit AU8  
Woodbridge, Ontario  
L4L 4K9

Dear Mr. Sorbara:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
Public Information Centre #2**

As a follow-up to my February 9, 2009 letter to you regarding the Notice of Public Information Centre (PICs) for the GTA West Corridor Study, I am pleased to provide you with four (4) copies of the brochure that will be available to the members of the public that attend the PICs.

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Thank you for your interest in this important study.

Sincerely,

  
for Shelley Tapp  
Manager

c. Jin Wang – MTO  
Neil Ahmed – MRC  
MPP Legislative Offices

Attch.

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**APPENDIX H**  
**PUBLIC INFORMATION CENTRE #2**  
**DISPLAY PANELS**

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# Welcome and Study Context

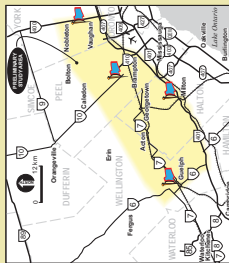
THE "WELCOME AND STUDY CONTEXT" AND "PIC #2 SUMMARY" PROVIDE A QUICK OVERVIEW OF THE PIC MATERIAL - VISIT THE RESPECTIVE GROUP FOR ADDITIONAL INFORMATION

## Welcome & Study Context

### Study Purpose

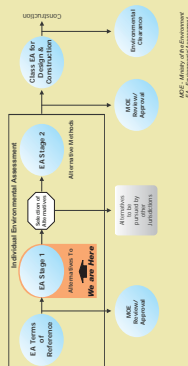
To proactively plan for future infrastructure needs by examining long-term transportation options to provide better links between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre as identified in the *Growth Plan*.

- The study includes:
- Examining the need for additional transportation capacity
  - Identifying transportation problems and opportunities
  - Developing, assessing, and evaluating transportation system options (all modes) to address identified problems and opportunities
  - Recommending a Transportation Development Strategy for the corridor



### Study Process

The Study Process was approved by the Ministry of the Environment in March 2008 as a part of the Terms of Reference document.



### Focus of Public Information Centre (PIC) #2

- We encourage you to get involved in this study. At this PIC you can view the work that is currently in progress:
- Study Goals and Objectives
  - An Overview of Environmental Conditions and Constraints
  - An Overview of Transportation and Economic Conditions/Trends
  - Summary of Transportation Problems and Opportunities
  - Process Towards Developing Area Transportation System Options

### Greenbelt Plan

The Project Team will fully integrate the goals, objectives and policy requirements of the *Greenbelt Plan* into the GTA West Planning and EA study process in accordance with the infrastructure policies set out in the *Greenbelt Plan*, including:

- Optimize, where practical, the existing capacity and coordination with existing infrastructure and services
- Avoid low natural heritage features or low hydrologic features unless no reasonable alternative
- Minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- Minimize, wherever possible, the negative impacts and disturbance of the existing landscape

### Reference Table:

See the *Greenbelt Plan Report* at the Reference Table.

### Growth Plan for the Greater Golden Horseshoe (GGH)

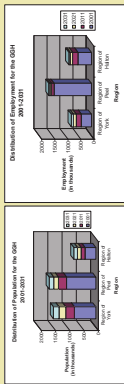
The *Growth Plan* (approved June 2008) represents a "planning vision" for the Greater Golden Horseshoe region and provides a framework for also developing and guiding planning decisions in the GGH over the next 30 years.

- Revitalize downtown areas
- Create complete communities
- Curb urban sprawl
- Reduce traffic gridlock by improving transportation options
- Provide greater choice in housing types

### The Growth Plan contains the following transportation policies:

- Provide connectivity among transportation modes
- Offer a balance of transportation choices to promote sustainable modes
- Offer multi-modal access to environmentally appropriate mode
- Provide for the safety of system users

### Context of Growth Plan



- There will be growth
- The population of the GGH will grow from 7.8 to 11.5 million by 2031
- Employment in the GGH will grow from 3.5 to 6.5 million by 2031
- We must plan for the future
- This growth will lead to more trips. We must plan to accommodate these additional trips more efficiently
- The *Growth Plan* provides a framework for planning and infrastructure investments

### Reference Table:

See Places to Grow Report at the Reference Table.

### Context of Major Federal, Provincial and Regional Transportation Initiatives

- Ontario-Quebec Continental Gateway & Trade Corridor
- Ontario, Quebec and the federal government are working with the private sector and key public sector stakeholders to develop an inter-provincial study area for the short, medium and long term trade through the Continental Gateway (for the short, medium and longer term)

### Windsor-Quebec High Speed Rail

- On January 11, 2008, the Governments of Ontario, Quebec and Canada announced the initiative to consider developing a new high speed rail service between Windsor and Quebec

### Metrolinx - The Big Move (November 2008)

- Metrolinx has developed *The Big Move*, an integrated multi-modal transportation plan for the Greater Toronto and Hamilton Area (GTHA) and the surrounding region
- The Big Move* addresses all forms of transportation – roads, transit, cycling and walking

### Reference Table:

See *The Big Move*, NGTA Corridor Planning and EA Study 2020 Reports at the Reference Table.

### GO Transit Strategic Plan

- GO Transit released its Strategic Plan – GO 2020 in December 2008
- GO 2020 is synchronized with both Metrolinx *The Big Move* and the *2020 Vision* and provides a framework for developing GO's capital and operating plans and budgets

### Niagara to GTA (NGTA) Corridor Planning and EA Study

- The NGTA Corridor Planning and EA Study was initiated by the Ministry of Transportation (MTO) to assess potential capacity in the study area (includes parts of Halton, Hamilton, Niagara)

## Grouping of PIC Content

The information presented at this PIC is organized in the following groups:

- Welcome and PIC #2 Summary
- Study Background & Existing Conditions
- Predicting Future Transportation Conditions
- Future Transportation Problems
- Next Steps

Don't forget to sign in at the Welcome Table.

Get informed. Watch our Video to find out more about this study.

Your input is valuable to us. Please visit the Comments Table to fill out a comment form.

Our Reference Table has copies of important documents and Terms of Reference.

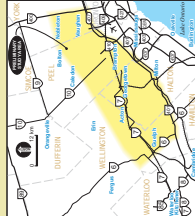
Enjoy our Refreshments Table.

# PIC #2 Summary

## 2 Study Background and Existing Conditions

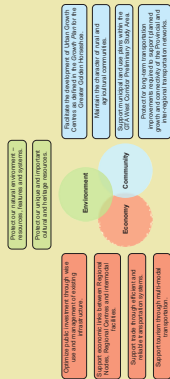
### Preliminary Study Area

It is recognized that the results of the study could affect the study area limits, therefore it is referred to as the "Preliminary Study Area".



### Goals and Objectives

The goals and objectives of this study are consistent with the key principles, themes and directions of approved provincial planning policies.



### Existing Environmental Conditions

The Overview of Environmental Conditions and Existing Environmental Conditions Report outlines the existing transportation network and travel characteristics in the Preliminary Study Area. The report also includes a list of natural features and policy areas in the Preliminary Study Area.

### Existing Transportation Conditions and Studies

The Overview of Transportation and Economic Conditions Report outlines the existing transportation network and travel characteristics in the Preliminary Study Area. The report also includes a list of natural features and policy areas in the Preliminary Study Area.

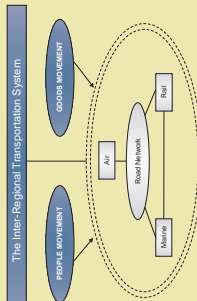
See Documents at the Reference Table.

## 3 Predicting Future Transportation Problems

### Inter-Regional Transportation System

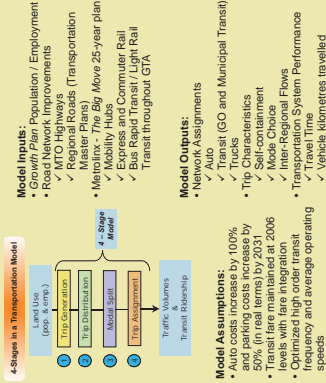
Focus is on:

- Movement of people and goods within and through the Preliminary Study Area by all modes
- An efficient road system allows for the other modes to operate more efficiently



### Travel Demand Forecasting

Virtually every trip touches the road network.



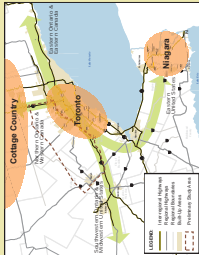
## 4 Future Transportation Problems

Commuters	Goods Movement	Tourism and Recreation
<b>Road System Constraints</b> <ul style="list-style-type: none"> <li>• Congestion during weekday commuting periods</li> <li>• Travel time for commuter trips will increase and become less predictable</li> <li>• Variability and duration of travel times on the area road system</li> </ul> <b>Transit System Service</b> <ul style="list-style-type: none"> <li>• Limited integration between local and inter-regional transit</li> <li>• Limited community to community transit service</li> <li>• Limited rail services conflict with freight for use of rail capacity</li> <li>• Buses are impacted by road congestion</li> </ul>	<b>Truck</b> <ul style="list-style-type: none"> <li>• Travel delays during peak periods</li> <li>• Unpredictable travel times on inter-regional roads result when incidents occur</li> <li>• Insufficient road connections between commercial centres and other modal systems</li> <li>• Diversion of inter-regional trucks to local roads</li> </ul> <b>Rail</b> <ul style="list-style-type: none"> <li>• Few rail connections between growth areas</li> <li>• Conflicts with passenger transit for use of rail capacity</li> <li>• Lack capacity constrained in some areas</li> </ul> <b>Marine</b> <ul style="list-style-type: none"> <li>• Large ocean vessels unable to enter the St. Lawrence Seaway System results in goods being transferred to rail or truck</li> <li>• Winter Seaway closure limits shipping season</li> <li>• Inadequate connections between inland ports and the inter-regional road system</li> </ul> <b>Air</b> <ul style="list-style-type: none"> <li>• Limited runway capacity at Toronto Pearson International Airport</li> <li>• Limited multi-modal connections to airports</li> </ul>	<b>Road System Constraints</b> <ul style="list-style-type: none"> <li>• Travel delays during peak tourist/recreation travel times</li> <li>• Unpredictable travel times on inter-regional roads result when incidents occur</li> <li>• Inadequate road connections between tourist destinations, rail stations and major tourist destinations</li> <li>• Truck traffic conflicts with tourist/recreation travel in the summer months</li> </ul> <b>Transit System Service</b> <ul style="list-style-type: none"> <li>• Inadequate transit connections between tourist gateways (airports, rail stations) and major tourist destinations</li> <li>• Public transit schedules cater to commuters rather than tourists</li> <li>• Limited multi-modal connections (e.g. train stations, airports) to key destinations</li> <li>• Lack of choice to use transit</li> </ul>



By 2031, traffic volumes on Highway 401, 400, 427 and 410 are all forecast to increase. Traffic volumes will further increase road congestion in the GTA West Preliminary Study Area.

Highway 401 is the largest and busiest freeway in the GTA West Preliminary Study Area. Highways 410, 427 and 400 are also key freeway corridors. All major highways have major peak period congestion in the area.



Tourism and recreational travel rely on Highway 401 and Highway 400 to reach major tourist and recreational destinations.

THE "WELCOME AND STUDY CONTEXT" AND "PIC #2 SUMMARY" PROVIDE A QUICK OVERVIEW OF THE PIC MATERIAL - VISIT THE RESPECTIVE GROUP FOR ADDITIONAL INFORMATION

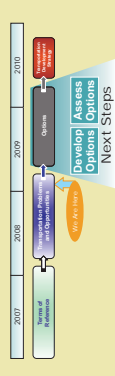
## 4 Strategies to Protect Corridor Options

### Challenges and Initiatives

- Address immediate local planning needs and development pressures
- Uphold integrity of the Environmental Assessment (EA) process
- Work with Ministry of Transportation and Infrastructure, Energy and Infrastructure and municipalities to retain corridor options
- Continue to work with municipalities to identify and refine strategic, critical locations - "Areas of Interest"



## 5 Next Steps



### Develop and Assess Options Using Criteria in:

- Transportation
- Environment
- Economy
- Land use

### Ongoing Public Input



# Study Background & Existing Environmental Conditions

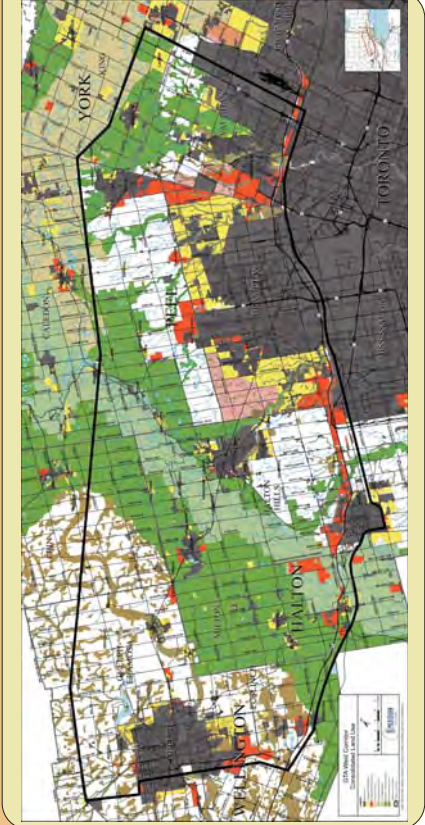
## Study Background and Purpose

### Study Purpose

The GTA West Corridor has been identified as a priority for the Province of Ontario. The study is intended to provide information to support the development of a 30-year planning horizon and beyond.

### Goals and Objectives

This study is proceeding with a policy framework, based on approved provincial planning policies, and with the Goals and Objectives for this study. The study is intended to provide information to support the development of a 30-year planning horizon and beyond.



## Existing Environmental Conditions

### Consolidated Land Use

The study area includes the following land use types:

- Urban and Suburban
- Rural and Agricultural
- Forest and Woodland
- Water and Wetlands
- Open Space and Recreation
- Industrial and Commercial
- Transportation and Infrastructure
- Environmental and Natural Resources

### Environmental Conditions and Constraints

The study area includes the following environmental conditions and constraints:

- Air Quality
- Noise and Vibration
- Water and Wetlands
- Forest and Woodland
- Open Space and Recreation
- Industrial and Commercial
- Transportation and Infrastructure
- Environmental and Natural Resources

### Reference Table

Table 1: Environmental Conditions and Constraints

Condition/Constraint	Location	Impact
Air Quality	Urban and Suburban	High
Noise and Vibration	Urban and Suburban	High
Water and Wetlands	Rural and Agricultural	Medium
Forest and Woodland	Forest and Woodland	High
Open Space and Recreation	Open Space and Recreation	Medium
Industrial and Commercial	Industrial and Commercial	High
Transportation and Infrastructure	Transportation and Infrastructure	High
Environmental and Natural Resources	Environmental and Natural Resources	High



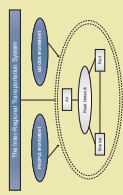


# Predicting Future Transportation Conditions

## Factors Influencing Transportation Demand

**The Inter-Regional Transportation System**

- Movement of people and goods within and through the GTA
- An efficient and system actions for the other modes to meet the more efficiently



Visually every 10 minutes  
the main network

**Overcoming Problems**

- The GTA is a highly complex system
- The system is highly complex and needs to be improved to meet the needs of the future
- The system is highly complex and needs to be improved to meet the needs of the future

**Policy**

Policy documents provide direction on:

- Vision, a strategy and plan
- Objectives and outcomes
- Roles and responsibilities
- Funding and resources
- Implementation and monitoring

**Economy and Trade**

Factors driving the economy and trade include:

- Aggregate demand (the total demand for goods and services in an economy)
- Supply (the total supply of goods and services in an economy)
- Demand (the total demand for goods and services in an economy)
- Supply (the total supply of goods and services in an economy)

**Examples of Policy that Influence Transportation Demand**

- Provincial Policy Statement (PPS)
- Growth Plan for the Greater Golden Horseshoe (GPH)
- Official Plan
- Transit Plan
- Transportation Plan
- Transportation Plan

**Transportation Demand**

Transportation demand is the total demand for transportation services in an economy.

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**Employment in the Preliminary Study Area is anticipated to increase by 1.5 million jobs by 2031.**

- Growth of employment in business services, education, health and retail trade
- Growth of employment in business services, education, health and retail trade
- Growth of employment in business services, education, health and retail trade

**Population in the Preliminary Study Area is forecast to increase by over 750,000 over the next 25 years.**

- All age components of this growth will occur in Urban Growth Centres
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- All age components of this growth will occur in Urban Growth Centres

**Transportation Demand**

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## Problem Identification Process

**Forecasting Approach**

Forecasting approach involves:

- Identifying the problem
- Identifying the problem
- Identifying the problem

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**Model Inputs - Greater Golden Horseshoe (GCH) Model**

Model inputs include:

- Land Use
- Land Use
- Land Use

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# Future Goods Movement Transportation Problems

## Context for Goods Movement

### The Problems are...

Goods Movement is a complex system with many interrelated components. The future of goods movement is uncertain, and the system is facing many challenges. The future of goods movement is uncertain, and the system is facing many challenges.

- Increased congestion during peak periods
- Increased costs, including fuel, labor, and maintenance
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Rail

Rail is a key component of the goods movement system. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and air
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Marine

Marine is a key component of the goods movement system. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and air
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Air

Air is a key component of the goods movement system. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and rail
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### The Effects are...

Goods movement is a key component of the economy. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and rail
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

## Commercial Vehicle Transportation

### Existing Commercial Vehicle Transportation

Commercial vehicle transportation is a key component of the goods movement system. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and rail
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Future Goods Movement - Commercial Vehicle

Commercial vehicle transportation is a key component of the goods movement system. It is a safe, efficient, and cost-effective mode of transport. However, it is facing many challenges, including:

- Increased competition from trucks and rail
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Shipping Mode Choice

Mode	Type of Goods	Typical Volume
Rail	Grain, Coal, Lumber	100,000+ tons
Marine	Grain, Coal, Lumber	100,000+ tons
Air	High-value, time-sensitive goods	10,000+ tons

### Why are goods movement volumes by year rising?

Goods movement volumes are rising due to several factors, including:

- Increased demand for goods
- Increased efficiency of the goods movement system
- Increased competition from trucks and rail
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

## Rail, Marine, Air Transportation

### Existing Rail, Marine, Air Transportation

Rail, marine, and air transportation are key components of the goods movement system. They are safe, efficient, and cost-effective modes of transport. However, they are facing many challenges, including:

- Increased competition from trucks and air
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

### Future Goods Movement - Rail, Marine, Air Transportation

Rail, marine, and air transportation are key components of the goods movement system. They are safe, efficient, and cost-effective modes of transport. However, they are facing many challenges, including:

- Increased competition from trucks and air
- Increased costs of operation
- Increased risk of accidents and delays
- Increased risk of environmental damage
- Increased risk of security threats

# Future Tourism & Recreation Transportation Problems

## Context for Tourism and Recreation

**The Problems are...**

- Road System Constraints**
  - Travel delays result from increasing congestion during peak recreation seasons
  - Travel delays result from increasing congestion during peak recreation seasons
  - Travel delays result from increasing congestion during peak recreation seasons
- Public Transit Constraints**
  - Public transit is not a viable option for many tourists
  - Public transit is not a viable option for many tourists
  - Public transit is not a viable option for many tourists
- Public Transit Constraints**
  - Public transit is not a viable option for many tourists
  - Public transit is not a viable option for many tourists
  - Public transit is not a viable option for many tourists

**The Effects are...**

- Increased travel times and delays
- Increased travel times and delays
- Increased travel times and delays



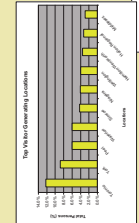
## Existing Conditions

**Inbound Visitors Travelling to the GTA West Preliminary Study Area**

- Travel Visitors**
  - In 2004, there were about 8.0 million domestic, U.S. and overseas person visits
  - In 2004, there were about 8.0 million domestic, U.S. and overseas person visits
  - In 2004, there were about 8.0 million domestic, U.S. and overseas person visits
- Domestic Visitors**
  - Domestic visitors accounted for 7.2 million of the 8.0 million (91.3%) total person visits in 2004
  - Domestic visitors accounted for 7.2 million of the 8.0 million (91.3%) total person visits in 2004
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- U.S. Visitors**
  - In 2004, U.S. visitors accounted for 550,000 of that 8.0 million (6.9% total person visits)
  - In 2004, U.S. visitors accounted for 550,000 of that 8.0 million (6.9% total person visits)
  - In 2004, U.S. visitors accounted for 550,000 of that 8.0 million (6.9% total person visits)

**Overseas Visitors**

- Overseas visitors accounted for 800,000 of the 8.0 million (10.0% total person visits)
- Overseas visitors accounted for 800,000 of the 8.0 million (10.0% total person visits)
- Overseas visitors accounted for 800,000 of the 8.0 million (10.0% total person visits)



**Visitors to the GTA West Preliminary Study Area**

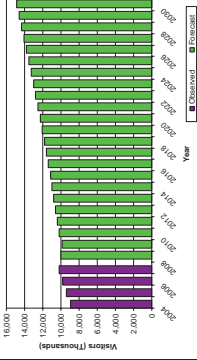


**Canadian Automobile Association (CAA) Comments**

- "The number of public car use events is a concern"
- "There are good transportation facilities"
- "There are good transportation facilities"
- "There are good transportation facilities"

**2007 Forecast Summer Highway Congestion (PM Peak Hour)**

**2007 Forecast Summer Highway Congestion (PM Peak Hour)**



**2007 Forecast Summer Highway Congestion (PM Peak Hour)**

**2007 Forecast Summer Highway Congestion (PM Peak Hour)**





Future Transportation Opportunities

Goals and Objectives

What are Future Transportation Opportunities?

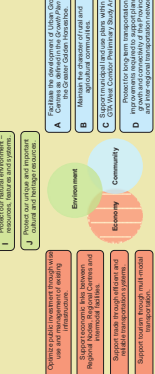
Opportunities are based upon the current state of the transportation system and the current state of the environment, economy and community.

- Current, shared and corporate communities
- Community, shared and corporate communities
- A provided environment

The decisions we make in the future will impact the transportation system and the environment.

To ensure the goals developed for this study meet the opportunities that can be achieved, and more opportunities will emerge as the study unfolds, opportunities will play an important role during the development and evaluation of options.

Study Goals



- Reduce the environmental impact of transportation
- Reduce the economic impact of transportation
- Reduce the community impact of transportation
- Reduce the environmental impact of transportation
- Reduce the economic impact of transportation
- Reduce the community impact of transportation



Study Objectives to 17 objectives or more. Study Goals A, B, and C will be used to identify the study area.

Study Objectives	Study Goals A, B, and C									
	A	B	C	D	E	F	G	H	I	J
1. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
2. Use public transit to travel and enjoy growth	+	+	+	+	+	+	+	+	+	+
3. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
4. Ensure the safe and efficient movement of people and goods	+	+	+	+	+	+	+	+	+	+
5. Protect and enhance the local and regional environment	+	+	+	+	+	+	+	+	+	+
6. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
7. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
8. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
9. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
10. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
11. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
12. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
13. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
14. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
15. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
16. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+
17. Provide transportation objectives	+	+	+	+	+	+	+	+	+	+

Strategies to Protect Corridor Options

Current Initiatives

- The Ministry of Transportation (MTO) is working with the Ministry of Municipal Affairs and Housing (MMAH), the Ministry of Environment and Conservation (MEC), and the Ministry of Natural Resources (MNR) to develop a strategy for the protection of transportation corridors.
- The Ministry of Transportation (MTO) is working with the Ministry of Municipal Affairs and Housing (MMAH), the Ministry of Environment and Conservation (MEC), and the Ministry of Natural Resources (MNR) to develop a strategy for the protection of transportation corridors.

Land Use Control Tools and Options Reviewed

- Official Plan designation
- Zoning
- Planning
- Land Use Control Tools and Options Reviewed

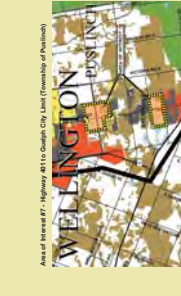
"Area of Interest" identified in the Preliminary Study Area



There are seven "Areas of Interest" identified within the Preliminary Study Area. This has been done to help identify areas that are likely to be affected by transportation corridors.

- Land that is adjacent to a potential transportation corridor and contains potential station locations
- Land that is adjacent to a potential transportation corridor and contains potential station locations
- Land that is adjacent to a potential transportation corridor and contains potential station locations
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- Land that is adjacent to a potential transportation corridor and contains potential station locations

"Area of Interest" identified in the Preliminary Study Area



Area of Interest #1: Study of Highway 404 and Highway 401



Area of Interest #2: Study of Highway 404 and Highway 401



Area of Interest #3: Study of Highway 404 and Highway 401



Area of Interest #4: Study of Highway 404 and Highway 401







*We're looking to expand the Community Advisory Group (CAG) — please consider applying!*

A CAG was formed after the GTA West Corridor Environmental Assessment (EA) Terms of Reference was approved. It currently consists of 26 citizens from across the Preliminary Study Area representing environmental, community, business, agricultural and other interests who applied during the first round of Public Meetings or submitted an application via the project website.

The CAG meets at key points during the study to provide input to the Project Team on identified issues. To date, three meetings have been held.

### **CAG Roles and Responsibilities**

The CAG is a volunteer group that provides advice to the Project Team and MTO — it is not a decision-making entity. More specifically, the CAG:

- Acts as a sounding board — it is a forum for discussing options and sharing ideas
- Provides input on the direction and findings of the Study from a community perspective
- Provides a sense of broader community reactions and concerns, and how these might be addressed
- Serves as a channel of communication, helping convey information to and from the community

### **Applying for CAG Membership**

If you are interested in joining the CAG, some spots are still available. Please complete the application form available at this Public Information Centre and send it with a copy of any relevant credentials to the identified contact.

Application forms are also available on the project website: [www.gta-west.com](http://www.gta-west.com)

Please note that the total CAG membership is limited and that not all who apply may be accepted. Member selection reflects the need to ensure a reasonably representative mix of people with a variety of interests and from across the study area.

Thank you for your interest.

## Williams Treaty First Nations

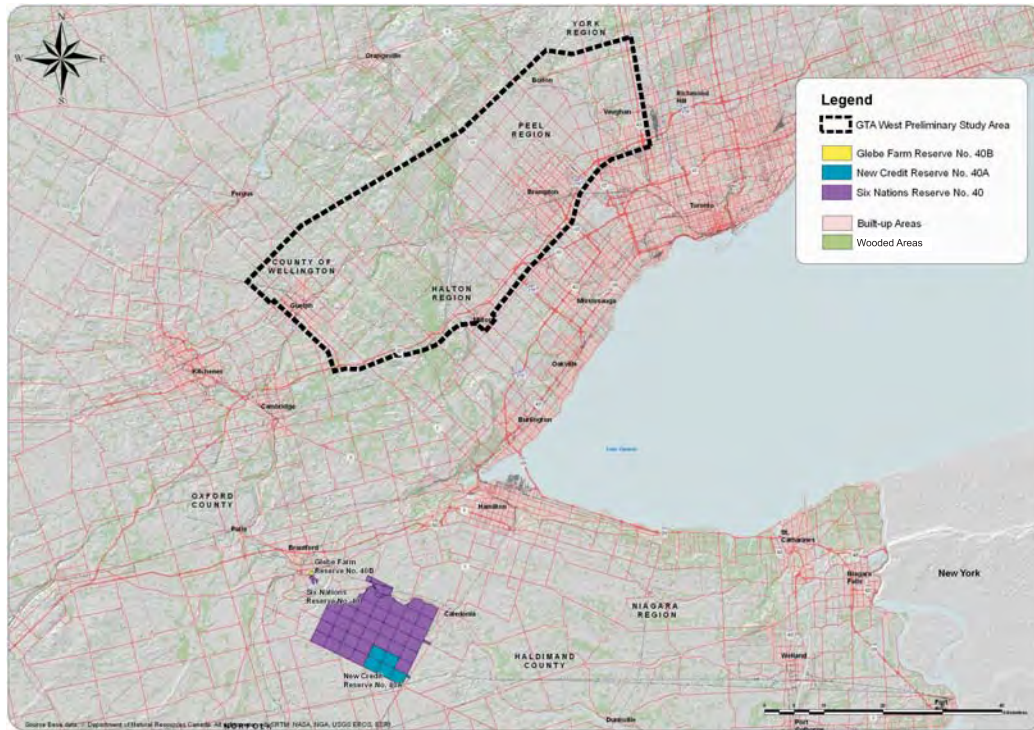
Consist of Mississaugas of Scugog Island First Nation, Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Chippewas of Georgina Island, Chippewas of Mnjikaning, and Beausoleil First Nation.

## Six Nations of the Grand River Territory

- The *Six Nations of the Grand River Territory* is the most populous First Nation in Canada; a total population of 22,994
- It is home to six different First Nations – Mohawk, Oneida, Onondaga, Cayuga, Seneca, and Tuscarora

## Mississaugas of the New Credit First Nation

- *Mississaugas of the New Credit First Nation* is a Mississauga Ojibwa First Nation with a total population of 1,792 people (May 2008)



## Every Effort Will Be Made to Avoid or Minimize Impact to:

- Indian Reserves
- Sacred Grounds
- Burial Locations
- Archaeological and Cultural Resources
- Outstanding Land Claims and Treaties
- Effects on Lands Used for Traditional Activities
  - ✓ Hunting
  - ✓ Fishing
  - ✓ Harvesting of traditional foods and medicinal plants
- First Nations Industry

First Nations' considerations will be part of the development and evaluation of options for increasing transportation capacity in the GTA West Preliminary Study Area.

## Active Land Claims around the Preliminary Study Area (reported as of September 30, 2008)

- Mississauga of the New Credit:
  - ✓ Brant Tract Purchase
  - ✓ Toronto Purchase

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**APPENDIX I**  
**PUBLIC INFORMATION CENTRE #2 STUDY**  
**BROCHURE AND FACTSHEETS**

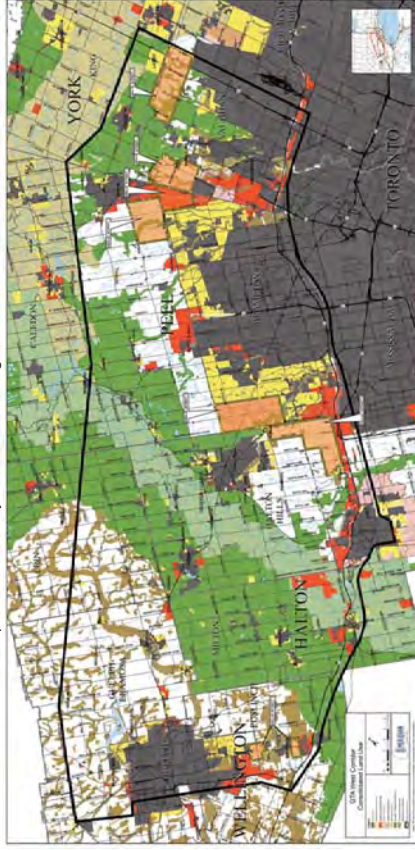
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## Strategies to Protect Corridor Options

- Address immediate local planning needs and development pressures
- Uphold integrity of the planning and Environmental Assessment (EA) process
- Work with Ministry of Municipal Affairs and Housing, Ministry of Energy and Infrastructure and municipalities to explore strategies to retain corridor options
- Continue to work with municipalities to identify and refine strategic, critical locations – “Areas of Interest”

Fast-paced land development in certain areas in Peel and York Regions has potential to significantly reduce opportunities for transportation corridors.



## Next Steps

### Problems and Opportunities Paper

- Following PIC #2, an interim report on Problems and Opportunities will be prepared for public review
- The interim report is tentatively scheduled to be released in May 2009

### Finalizing Working Papers

- Following PIC #2, interim reports will be finalized and released to the public
- Working Paper 1: Overview of Transportation and Economic Conditions
- Working Paper 2: Overview of Environmental Conditions and Constraints
- Working Paper 3: Transportation Problems and Opportunities

Following review and consideration of PIC #2 consultation input, the next step will be:

- Develop and Assess Options

## How to Contact the Project Team

Copies of PIC material, study reports and discussion papers are available on the study website along with regular project updates, important links and additional project details. The website also has a “Contact Us” page that allows for direct e-mail with the Project Team. Please visit us at:

[www.gta-west.com](http://www.gta-west.com)

You may also provide any written comments by mail or fax to the Project Team:

Mr. Neil Ahmed, P. Eng.  
McCormick Rankin Corporation  
2655 North Sheridan Way, Suite 300  
Mississauga, Ontario L5K 2P8

Fax: (905) 823-8503

E-mail inquiries can be received through [project\\_team@gta-west.com](mailto:project_team@gta-west.com). The inbox is routinely checked, and messages will be documented and transferred to the appropriate Project Team member, who will provide a response in a timely manner.

## GTA West Public Information Centre #2

March 2009

### Study Purpose

To proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre as identified in the *Growth Plan*.

The study includes:

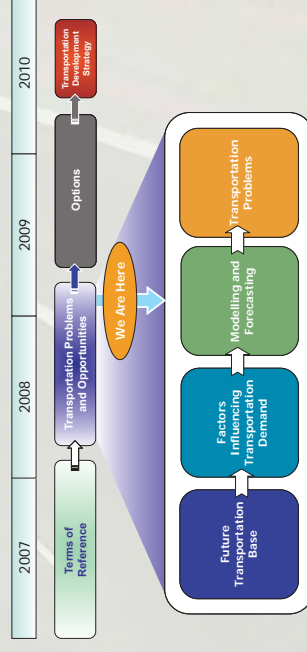
- Examining the need for additional transportation capacity
- Identifying transportation problems and opportunities
- Developing, assessing, and evaluating transportation system alternatives (all modes) to address identified problems and opportunities
- Recommending a Transportation Development Strategy for the corridor

### Focus of Public Information Centre (PIC) #2

Work that is currently in progress:

- Study Goals and Objectives
- An Overview of Environmental Conditions and Constraints
- An Overview of Transportation and Economic Conditions/Trends
- Summary of Transportation Problems and Opportunities
- Process Towards Developing Area Transportation System Options

### Study Process



GTA West

MRC

URS

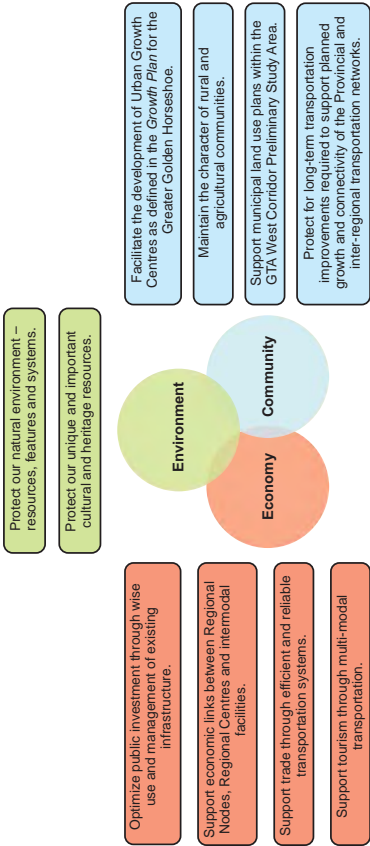
AECOM

Ontario



## Goals and Objectives

The goals and objectives of this study are consistent with the key principles, themes and directions of approved provincial planning policies.



## Existing Environmental Conditions

The *Overview of Environmental Conditions and Constraints* Report outlines the existing land uses, natural features and policy areas in the Preliminary Study Area.



## Existing Transportation Conditions and Studies

The *Overview of Transportation and Economic Conditions* Report outlines the existing transportation network and travel characteristics in the Preliminary Study Area. Relevant transit initiatives to be noted include Metrolinx-*The Big Move* and GO Transit- *GO 2020 Plan*.



## The Inter-Regional Transportation System

**Over-arching Problems:**

- Parts of the system are at or beyond capacity under existing conditions
- Future inter-regional transportation demand is forecast to exceed capacity and result in greater capacity issues
- There is limited integration between local and inter-regional transit services and between all modes for moving goods

### Commuters

#### The Problems are...

##### Road System Constraints

- **Congestion** during weekday commuting periods, particularly on the provincial highway network
- **Travel time** for commuter trips will increase and become less predictable as a result of increasing congestion
- **Variability and duration** of travel times on the area road system affected by non-recurring incidents (collisions, weather, maintenance, construction)

##### Transit System Service

- **Limited integration** between local and inter-regional transit
- **Limited community to community** transit service
- **Passenger rail services** conflict with freight for use of rail capacity
- **Buses are impacted** by road congestion

By 2031, traffic volumes on Highway 401, 400, 427 and 410 are all forecast to increase substantially. The increase in traffic volume will further increase road congestion in the GTA West Corridor.

### Goods Movements

#### The Problems are...

##### Truck

- **Travel delays** result from recurring congestion during peak periods
- **Unpredictable travel times** on inter-regional roads result when incidents (collisions, weather, maintenance, construction) occur on an already congested road system
- **Inadequate road connections** between Urban Growth Centres, commercial centres and inter-modal facilities
- **Diversion of inter-regional trucks** to local roads (e.g. due to lack of parallel routes)

##### Rail

- **Few rail connections** between growth areas
- **Conflicts with transit** for use of rail capacity
- **Track capacity** constrained in some areas

##### Marine

- Large ocean vessels unable to enter the St. Lawrence Seaway System results in **goods being transferred to rail or truck**
- **Winter Seaway closure** limits shipping season which reduces potential year round customers
- **Inadequate connections** between inland ports and the inter-regional road system

##### Air

- **Limited runway capacity** at Toronto Pearson International Airport
- **Limited multi-modal connections** to airports

Highway 401 is the largest and busiest freeway in the GTA West Preliminary Study Area. Highway 410, 427 and 400 are also key freeway links. All of these links are heavily used for goods movement. Currently all 400 series highways have major peak period congestion in the area.

Tourism and recreational travel rely on Highway 401 and Highway 400 to reach major tourist and recreational destinations.

### Tourism and Recreation

#### The Problems are...

##### Road System Constraints

- **Travel delays** result from recurring congestion during peak tourist/recreation travel times
- **Unpredictable travel times** on inter-regional roads result when incidents (collisions, weather, maintenance, construction) occur on an already congested road system
- **Inadequate road connections** between Urban Growth Centres, tourist gateways (airports, rail stations) and major tourist destinations
- **Truck traffic** on inter-regional roads conflicts with tourist/recreation travel in the summer months
- Highway 400 is the only major highway to Northern Ontario for tourism, cottaging, camping, hunting, skiing - **no recourse if there is a major highway closure**

##### Transit System Service

- **Inadequate transit connections** between Urban Growth Centres, tourist gateways (airports, rail stations) and major tourist destinations
- **Public transit schedules** cater to commuters rather than tourists
- **Limited multi-modal connections** (e.g. train stations, airports) to key destinations
- **Lack of Choice** using transit



# CANADIAN ENVIRONMENTAL ASSESSMENT PROCESS

## Why is this important to the study?

The GTA West Corridor EA study is subject to the Ontario Environmental Assessment Act (EAA); it may also be subject to the requirements of the Canadian Environmental Assessment Act (CEAA). The requirements under CEAA are different from the Ontario EAA. The most significant difference involves timing of when the Acts are triggered.

The Ontario EA process is initiated at the conception of a project; under CEAA, an EA is not initiated until there is a specific trigger. For MTO projects, this typically occurs much later in the study process.

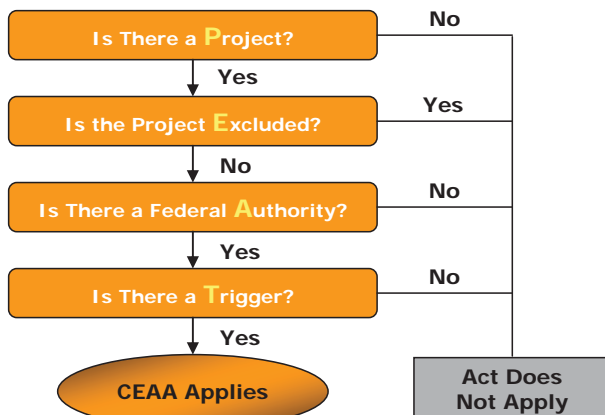
## WHAT IS THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT?

The *Canadian Environmental Assessment Act* (CEAA) is a federal law administered by the Canadian Environmental Assessment Agency. It requires that the environmental effects of a proposed project be carefully considered before construction can begin.

It requires that federal authorities and agencies ensure that environmental assessments (EA) are conducted on federally led projects, or where federal land or financial assistance, or certain regulatory responsibilities (e.g., issuance of permits, authorizations etc.) apply.

Triggers for the CEAA include e.g. federal funding, federal lands, and federal approval.

## P.E.A.T. Process for Determining if CEAA Applies



More information on the *Canadian Environmental Assessment Act* is available at:  
[http://www.ceaa.gc.ca/013/index\\_e.htm](http://www.ceaa.gc.ca/013/index_e.htm)

## WHAT DOES THE FEDERAL EA PROCESS INVOLVE?

There are four types of federal environmental assessments: screenings, comprehensive studies, mediations and review panels. Federal authorities and agencies lead screenings and comprehensive studies; mediations and review panels are conducted independent of government involvement. The majority of projects subject to a federal EA will undergo either a screening or a comprehensive study.

There are four key steps to an environmental assessment under CEAA. They include:

1. **Describing** the project in detail;
2. **Evaluating** the negative environmental effects;
3. Determining ways to **eliminate or reduce** negative effects on the environment; and
4. Determining the **significance** of the residual adverse environmental effects.

## COORDINATED EA PROCESS FOR MTO PROJECTS

Ontario and the federal government have agreed to coordinate their respective EA processes as outlined in the Canada-Ontario Agreement for Environmental Assessment Cooperation (November 2004). As a result, MTO is committed to working in a coordinated manner with both the provincial and federal governments. For information specific to the GTA West Corridor EA study, refer to the EA Terms of Reference (<http://www.gta-west.com>) which includes the process chart outlining how the study tasks and EA requirements will be coordinated.

## STATUS OF FEDERAL GOVERNMENT INVOLVEMENT

In anticipation of CEAA being triggered, representatives of the federal departments with an interest (e.g. Environment, Fisheries and Oceans, Transport Canada, Health) are "informally" engaged by participating on the Regulatory Agencies Advisory Group (RAAG). In addition to becoming familiar with the project early in its planning stages, this provides the departments with the opportunity to provide the study team with expected assessment information requirements - making EA coordination achievable.

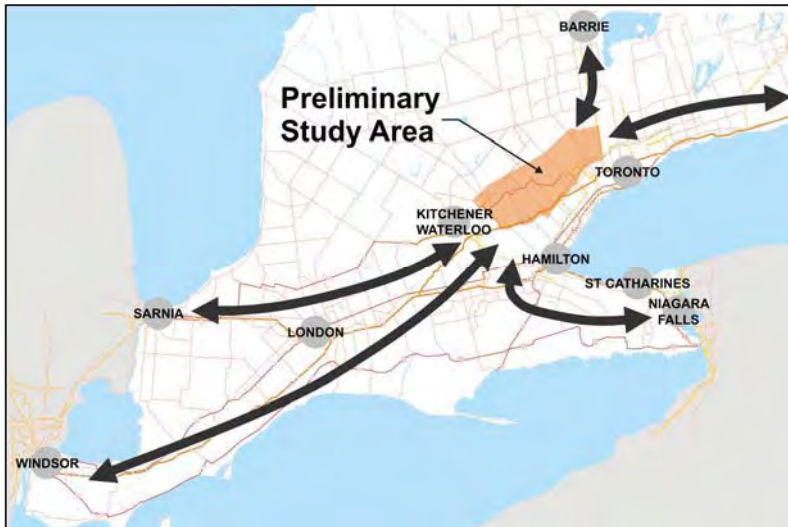
### Contact Information

GTA West Project Team

[www.gta-west.com](http://www.gta-west.com)

Email: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

## ECONOMIC CONTEXT – GTAW Preliminary Study Area



**GTAW Preliminary Study Area and Linkages to/from Other Transportation Regional Hubs and Gateways**

Economic activities in the Greater Golden Horseshoe are evolving from a Toronto Centric Business District-based condition to an economy of multiple centres. In addition to Downtown Toronto, the Guelph / Kitchener-Waterloo / Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it (such as Brampton, Vaughan and Milton).

### **CENTRAL AND SOUTHWESTERN ONTARIO GROWTH**

**Population:** Expected to increase from 12.1M (2006) to 16.4M (2031), 35% growth rate. Key growth will occur in Vaughan / Brampton / Kitchener - Waterloo

**Employment:** Significant growth is expected to occur in Niagara, Hamilton, Halton, York, Peel and Wellington / Guelph areas. A 70% growth rate is predicted between 2001 to 2031.

### **ONTARIO TRADE TO USA**

Over 37% of the Canadian Gross Domestic Product (GDP) is from exports to USA. The export and import industry is a major economic driver for Ontario.

Total Annual Trade = US\$375 Billion

- Of Ontario Exports, 90% is exported to the USA with the auto sector representing 70%.
- Of Ontario Imports, 65% is imported from the USA with the auto sector representing 60%.

The automotive industry represents the largest trade sector with the USA and represents a significant employment base of over 90,000 employees and over 400 manufacturing facilities.

Auto Plants within/in proximity to the preliminary study area include:

- Chrysler Plant, Brampton
- Honda Plant, Alliston
- Toyota Plants, Cambridge & Woodstock

## PRELIMINARY STUDY AREA PROFILE

### **POPULATION & EMPLOYMENT GROWTH FROM 2006 TO 2031**

#### **Greater Golden Horseshoe Growth**

Population: +2,930,000 (34% growth)  
Employment: +1,250,000 (29% growth)

#### **Preliminary Study Area Growth:**

Population: +750,000 (75% growth)  
Employment: +390,000 (75% growth)

Between 2000 and 2006, nearly 40 million ft<sup>2</sup> of industrial space was absorbed in the Regions of Peel and Halton, while the industrial space absorption in the Region of Durham and City of Toronto were negative.

### **Employment Sectors with Largest Anticipated Growth are:**

- Business Services
- Retail Trade
- Education & Health Services
- Wholesale Trade

Growth in these sectors suggest increases in passenger and freight services will be required.



## ECONOMIC PROFILE – Ontario and Greater Golden Horseshoe

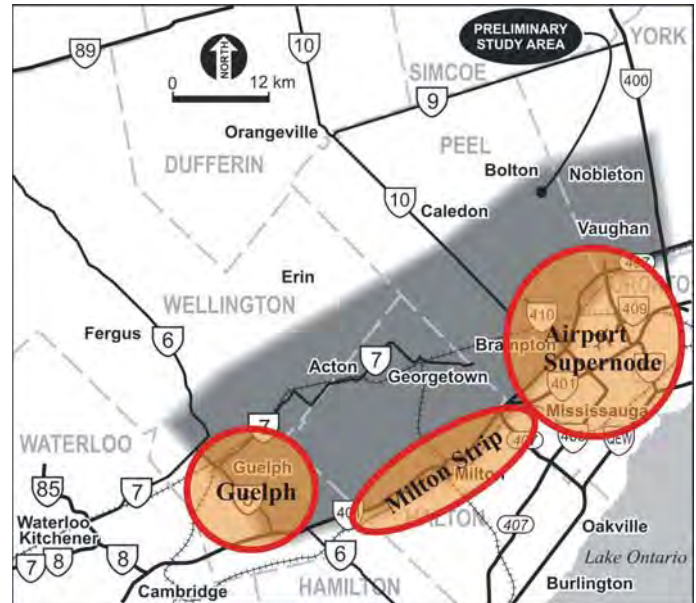
### ECONOMIC FOCUS AREAS

The changes in employment sectors will impact transportation services including the following economic focus areas:

**Airport Supernode:** Transportation / Warehouse / Wholesale, and Distribution activities shifting west

**Milton Strip:** Emerging Distribution Centre

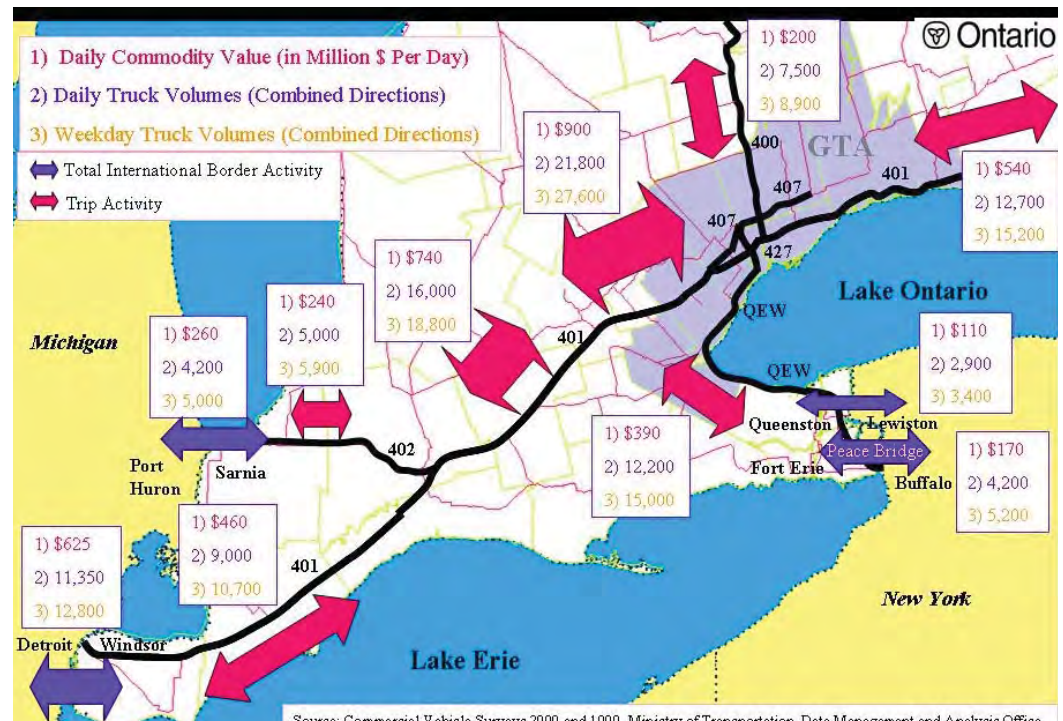
**Guelph Area:** Auto Parts & Food Processing Sectors, and Trucking Distribution Centre



### TRUCK FLOW CHARACTERISTICS

Survey information indicates that the Highway 401 corridor through the GTA West Preliminary Study Area carries approximately 22,000 trucks per day and transports commodity values of approximately \$900 million per day. West of the GTA West Preliminary Study Area, the Highway 401 corridor carries approximately 16,000 trucks per day with commodity value of \$740 million.

### An Overview of the 1999/2000 Average Daily Cargo Values and Volumes for the Provincial Highway System



#### Contact Information

GTA West Project Team

[www.gta-west.com](http://www.gta-west.com)

Email: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

# GREENBELT PLAN

## Why is this feature important to the study?

The Greenbelt is a cornerstone of Ontario's Greater Golden Horseshoe Growth Plan which is an overarching strategy that will provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations

## WHAT IS THE GREENBELT?

The greenbelt is 1.8 million acres of land stretching from the Niagara Peninsula in the southwest to Rice Lake in the east. It includes some of the most threatened environmentally sensitive and agricultural lands – protecting them from major urban development, while meeting the needs of growing communities in the Golden Horseshoe. The greenbelt includes the 800,000 acres of land protected by the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. It also includes 1 million newly protected acres known as the protected countryside.

The Protected Countryside 'systems' follow existing designations found in local, regional and county official plans:

- **Natural Heritage and Water Resource Systems:** necessary to maintain biological and geological diversity, natural functions, and indigenous species and ecosystems. About 535,000 acres, or over 50 per cent, of the Protected Countryside are included in the Natural Heritage System.
- **Agricultural System:** Provides a continuous and permanent land base necessary to support long-term agricultural production and economic activity. Many of the farms within this system also contain important natural heritage and hydrologic features.
- **Settlement Areas:** Includes a number of vibrant communities designated in municipal official plans and by the Ministry of Public Infrastructure Renewal.

## LEGISLATION

The Provincial government was authorized to establish the Greenbelt Area and Plan by the *Greenbelt Act, 2005*. The Greenbelt is governed by the policies of:

- The *Niagara Escarpment Plan (NEP)*;
- The *Oak Ridges Moraine Conservation Plan (ORMCP)*;
- The *Parkway Belt West Plan (PBWP)* area; and,
- The Protected Countryside Policies of the *Greenbelt Plan*.

## VISION

The Greenbelt is a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized; and
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses.

## GOALS AND OBJECTIVES

To enhance our urban and rural areas and overall quality of life by promoting the following matters within the Protected Countryside:

- Agriculture Protection
- Environmental Protection
- Culture, Recreation and Tourism
- Settlement Areas
- Infrastructure and Natural resources

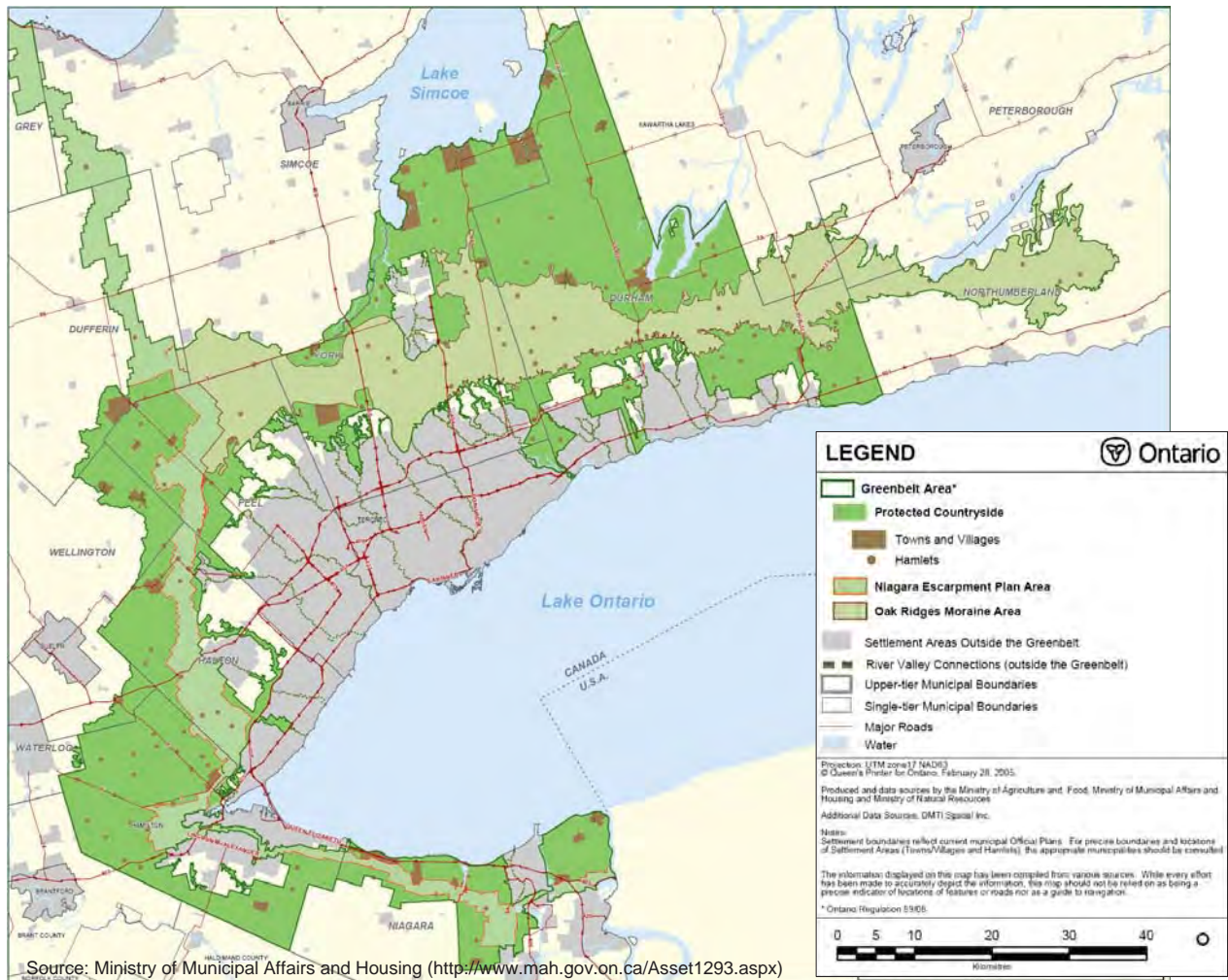
## POLICY FOR INFRASTRUCTURE

The *Plan* recognizes that infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The *Plan* also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.

In this context, Section 4.2 of the Plan sets out specific policies for infrastructure which permits existing, expanded or new infrastructure subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.



# GREENBELT PLAN



## HOW DOES THE GREENBELT PLAN APPLY TO THIS STUDY?

The Project Team will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the GTA west Planning and EA study process through problem definition, alternative evaluation, impact assessment and mitigation in accordance to the infrastructure policies set out in Section 4.2 of the *Plan*, including:

- Optimize, where practicable, the existing capacity and coordination with different infrastructure services

- avoid *key natural heritage features* or *key hydrologic features* unless need has been demonstrated and it has been established that there is no reasonable alternative
- minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- minimize, wherever possible, the negative impacts and disturbance of the existing landscape

Section 3.2 of the *Plan* includes descriptions and policies for *key natural heritage features* and *key hydrologic features*.

For information on the *Greenbelt Plan*, please visit:  
<http://www.mah.gov.on.ca/Page187.aspx>

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# GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

## WHAT IS THE GROWTH PLAN?

The Minister of Public Infrastructure Renewal released the final *Growth Plan for the Greater Golden Horseshoe* in June 2006. The *Growth Plan* outlines a set of policies for managing growth and guiding planning decisions in the Greater Golden Horseshoe (GGH) over the next 25 years. The Plan also sets out, in concert with other provincial plans and the Provincial Policy Statement, the provincial policies and strategic directions for transit and transportation to create a sustainable, integrated transportation system to meet a more sustainable future. Planning decisions made by the Province, municipalities and other authorities are now required to conform to the *Growth Plan*.

The *Growth Plan* aims to:

- Revitalize downtowns to become vibrant and convenient centres.
- Create complete communities that offer more options for living, working, learning, shopping and playing.
- Provide housing options to meet the needs of people at any age.
- Curb sprawl and protect farmland and green spaces.
- Reduce traffic gridlock by improving access to a greater range of transportation options.

## TRANSPORTATION POLICIES IN THE GROWTH PLAN

The *Growth Plan* provides a strategic framework for future transportation investment decisions in the GGH, which includes a need for future transportation corridors between *Urban Growth Centres*, including those in the GTA West Corridor Preliminary Study Area. The Plan envisions that the GGH transportation system will:

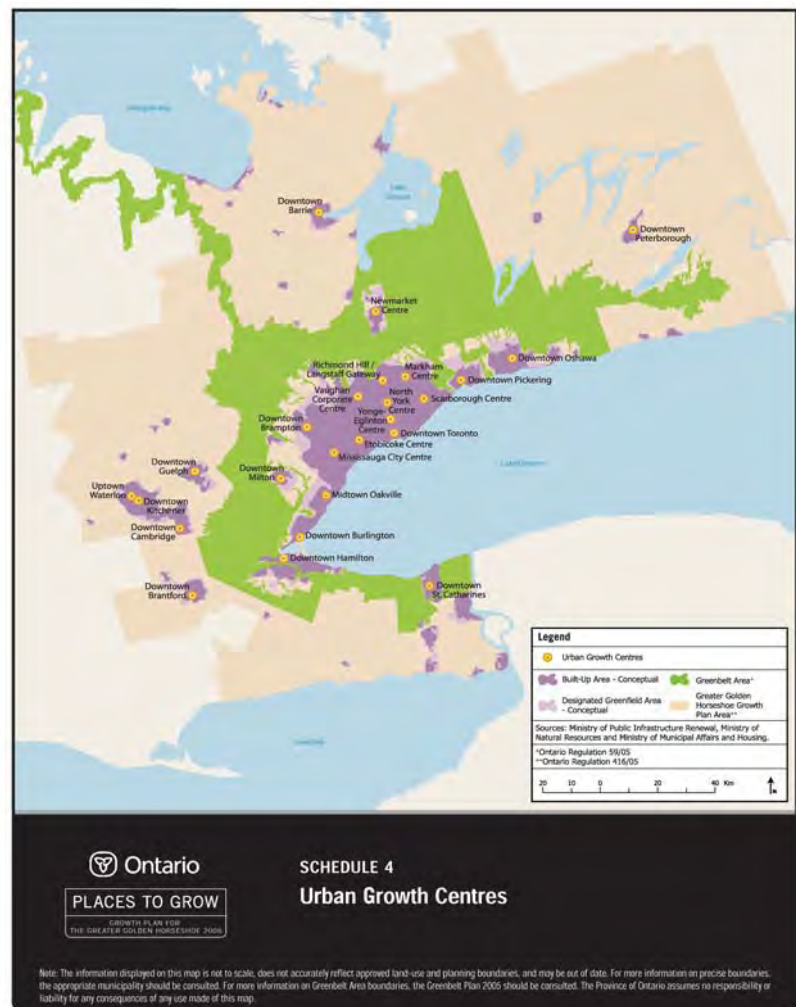
- **Provide connectivity** among transportation modes
- Offer a **balance of transportation choices** to promote sustainable modes
- Be **sustainable** by encouraging the most financially and environmentally appropriate mode
- Offer **multi-modal** access to everyday needs
- Provide for the **safety** of system users

The *Growth Plan* also indicates that the details of actual timing, phasing, and alignments will be, where applicable, determined by further study and the environmental assessment process.

### Why is this document important to the study?

**The *Growth Plan for the Greater Golden Horseshoe* guides all transportation planning and investment decisions including the GTA West Corridor EA Study that will connect *Urban Growth Centres* and provide efficient movement of people and goods.**

## SCHEDULE 4 – URBAN GROWTH CENTRES





# GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

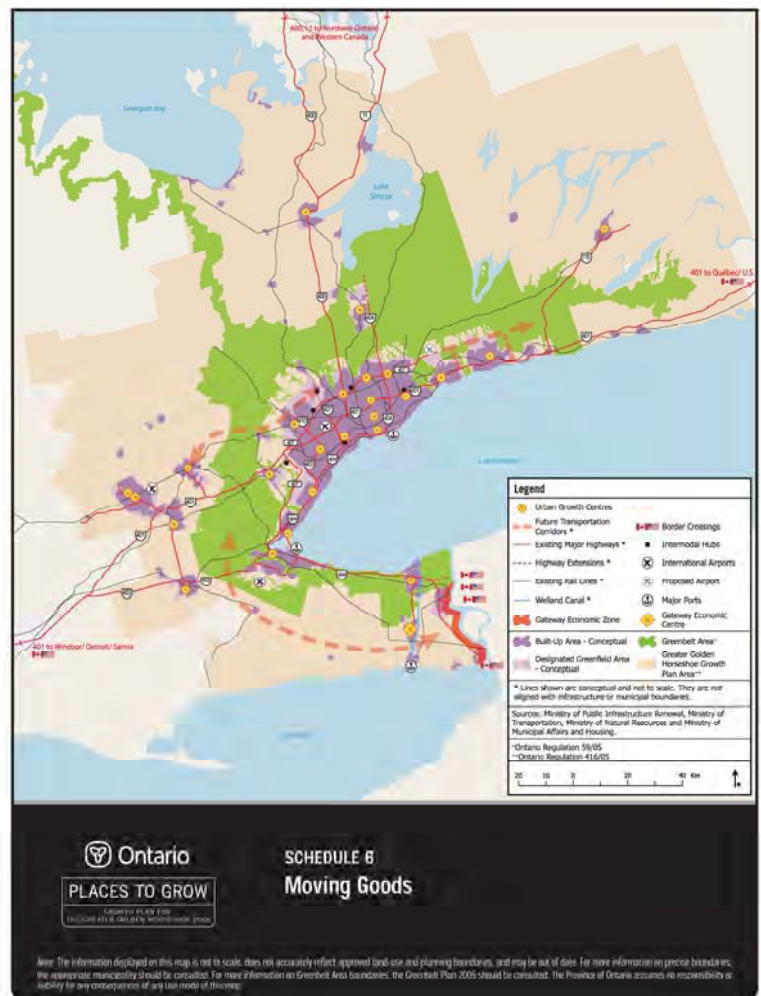
## SCHEDULE 5 – MOVING PEOPLE

Public transit will be the first priority for transportation infrastructure planning and major transportation investments.

## SCHEDULE 6 – MOVING GOODS

The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the Greater Golden Horseshoe (GGH).

The planning and design of highway corridors, and the land use designations along these corridors, will support the policies of this Plan.



For information on the *Growth Plan for the Greater Golden Horseshoe*, please visit the Places to Grow website at:  
<http://www.placestogrow.ca/index.php?lang=eng>

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# NIAGARA ESCARPMENT PLAN

## Why is this feature important to the study?

**The Niagara Escarpment is a provincially and internationally significant geological landform. It contains a large aquifer complex that provides an important regional hydraulic function. Portions of the Escarpment are found in eight counties or regions, which include 23 local municipalities. It is also a significant and unique eco-tourist attraction.**

## WHAT IS THE NIAGARA ESCARPMENT?

Stretching 725 km in length from Niagara to Tobermory, the Niagara Escarpment encompasses a range of habitats, physiographic regions and land-uses. Its size and environmental significance make the Escarpment a significant natural heritage feature throughout the GTA West Corridor Preliminary Study Area.

The Niagara Escarpment is classified as a UNESCO World Biosphere Reserve. The 194,340 ha of Escarpment land is managed/governed by the Niagara Escarpment Commission (NEC) and the Niagara Escarpment Plan (NEP). According to the NEC, it is one of only 13 biosphere reserves in Canada.\*

The Escarpment passes through some of the most heavily developed regions of Canada, although the population living on the Niagara Escarpment lands is relatively low (approximately 120,000).

Within the GTA West Corridor Preliminary Study Area, much of Halton Region is part of the Niagara Escarpment Plan Area. Smaller areas of Wellington County and the Region of Peel are also within this Area.

Important attributes of the Niagara Escarpment are listed below:

- Escarpment sites in the Preliminary Study Area include geological formations, Areas of Natural and Scientific Interest (ANSIs) and Environmentally Sensitive Areas (ESAs), conservation areas and parks, wooded areas, aquatic systems, rare species and habitat for significant species.
- The Escarpment provides tourism and outdoor recreation opportunities in the region (e.g. Bruce Trail, scenic viewpoints, wildlife viewing opportunities).
- The Escarpment provides a continuous corridor of natural habitats from the U.S. border to Tobermory, along which migrating birds move at the appropriate seasons.

(\* Source: [www.escarpment.org/biosphere/about\\_nebr.htm](http://www.escarpment.org/biosphere/about_nebr.htm))  
(General Source: The Niagara Escarpment Commission)

## NIAGARA ESCARPMENT PLAN

The *Niagara Escarpment Plan (NEP)* (2005), guides land use within an area defined by the Niagara Escarpment, from the Bruce Peninsula in the north to the Niagara River in the south. It limits development within the NEP area through limitations on new lot creation and on permitted uses. The intent is to balance development with preservation and public use. Official plans are required to conform to the NEP (map of the area is shown on the following page) and establishes land use designations, policies and criteria for the protection of lands within its policy area. Land use within the NEP areas is divided into seven designations, the first three of which offer the most protection:

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Escarpment Recreation Area
- Mineral Resource Extraction Area

### ESCARPMENT NATURAL AREA:

Includes wetlands, wildlife habitat, woodlands, steep slopes and ravines, and provincially and regionally significant ANSIs. These are relatively undisturbed areas that contain important natural and cultural heritage features.

### ESCARPMENT PROTECTION AREA:

Include areas that have been modified by land use activities, that often form as a buffer for Escarpment Natural Areas (i.e. agriculture, residential).

### ESCARPMENT RURAL AREA:

These lands also provide a buffer to the more ecologically sensitive parts of the Escarpment and encourage compatible rural land uses.

## TRANSPORTATION PLANNING CONSIDERATIONS

The NEP permits essential transportation facilities in the Escarpment Natural Area, where "essential" is defined as "that which is deemed necessary to the public interest after all alternatives have been considered". New and expanded facilities must have the least possible impact on the natural environment and be consistent with the objectives of the Plan.



# NIAGARA ESCARPMENT PLAN



Information on the Niagara Escarpment and the Niagara Escarpment Plan are available at the following sources:

Niagara Escarpment Commission: <http://www.escarpment.org/>

Ministry of Municipal Affairs and Housing: <http://www.mah.gov.on.ca/>

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# ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

## Why is this important to the study?

**The planning for all major infrastructure projects in the Province of Ontario is conducted in accordance with the requirements of the *Ontario Environmental Assessment Act (OEAA) (R.S.O. 1990)* unless otherwise exempted.**

## WHAT IS THE ONTARIO ENVIRONMENTAL ASSESSMENT ACT (OEAA)?

The Ontario Environmental Assessment Act (EAA) provides a planning and decision-making process to evaluate the potential environmental effects of a proposed undertaking (project).

## WHO DOES IT APPLY TO?

The EAA applies to all public sector activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the Act are typically infrastructure developments, and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works.

## HOW DOES IT WORK?

The EAA ensures that the environment is fully characterized and considered as part of the project planning process. It achieves this by requiring proponents (i.e., the person, the corporation, or the government body proposing the project) to prepare an environmental assessment document that includes:

- A description of the project;
- A review of all reasonable alternatives for addressing the project;
- A description of the environment that could be affected by the various alternatives, and the extent of these effects;
- An evaluation of the advantages and disadvantages of the alternatives, based on the anticipated environmental effects; and
- The identification of the preferred alternative.

## CONSULTATION

Throughout the EA study, the public must be given an opportunity to participate and to provide input on the proposed project. Typically, this includes the general public, property owners, municipal representatives, special interest groups, federal and provincial government agencies, and affected First Nations.

## WHAT IS AN INDIVIDUAL EA?

Large and complex projects with the potential for significant environmental impacts are subject to an Individual EA process. As a first step, the proponent must prepare a Terms of Reference (ToR) – a plan for completing the EA process. Once the ToR is approved, the proponent's second step is to conduct the EA which, when completed is submitted to the Minister of Environment. When preparing both the proposed ToR and the EA, the public must be consulted. The GTA West EA is this type of project.

## WHAT IS A CLASS EA?

Projects that are carried out routinely and have predictable and mitigable environmental effects can follow a Class EA process. Under a specific class of undertakings (e.g., transit, municipal roads, and provincial transportation facilities), these projects are subject to a pre-approved EA process. If the prescribed planning process is followed, no further approval is required.

## ENVIRONMENTAL ASSESSMENT AS IT APPLIES TO THE GTA WEST CORRIDOR

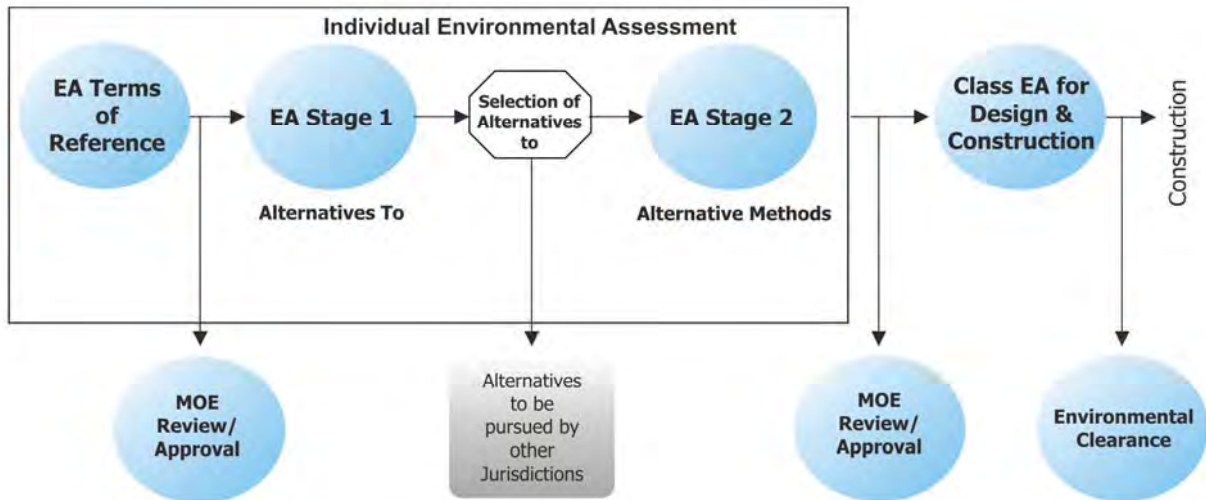
Transportation planning projects, like the GTA West Corridor, are subject to the Ontario EAA. Given the size and scale of the GTA West Corridor and the potential for a wide range of environmental effects, the Ministry of Transportation is following the Individual EA process. The Terms of Reference (ToR) for this Individual EA was approved by the Minister of the Environment (MOE) on March 4, 2008.

The current EA study is being undertaken in two stages. Stage 1 is examining a full range of options (rail, marine, air, transit and roadways) for increasing transportation capacity in the GTA West Corridor Preliminary Study Area; it is expected to be completed in early 2010. Stage 2 will be initiated only if a new MTO undertaking (such as a highway or transitway, or highway widening) is identified as one of the preferred solutions. If other preferred solutions are identified, these will be pursued with other transportation agencies.



# ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

## EA Process for the GTA West Corridor EA Study



## STUDY PROCESS FOR THE GTA WEST CORRIDOR EA STUDY

### TERMS OF REFERENCE & STAGE 1

1. Preparing of a Terms of Reference (approved in March 2008);
2. Examining transportation problems and opportunities (need for transportation improvements);
3. Screening modal alternatives and assembling combination alternatives (i.e. alternatives to the undertaking);
4. Assessing the alternatives;
5. Identifying preferred alternative(s); and,
6. Recommendations for future study in the GTA West Corridor.

Information on the Ontario Environmental Assessment Act Is available at:  
Ministry of the Environment  
<http://www.ene.gov.on.ca/envision/ea/index.htm>

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## OAK RIDGES MORaine

**Why is the Oak Ridges Moraine Conservation Plan important to the study?**

**A portion of the GTA West Corridor Preliminary Study Area falls within the area designated under the Oak Ridges Moraine Conservation Plan.**

### WHAT IS THE OAK RIDGES MORaine?

The Oak Ridges Moraine (ORM) is one of Ontario's most significant landforms - an irregular ridge stretching 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west. Together with the Escarpment, the ORM forms the foundation of south-central Ontario's natural heritage and greenspace systems.

The ORM is a unique concentration of environmental, geological and hydrological features, vital to the ecosystem integrity / health of south central Ontario that includes:

- clean and abundant water resources,
- healthy and diverse plant and animal habitats,
- attractive and distinct landscapes,
- prime agricultural areas, and
- sand and gravel resources.

### LEGISLATION

The Oak Ridges Moraine (ORM) Conservation Plan clarifies the long-term protection and management of the 190,000 hectares within the Moraine. All decisions made under the Planning Act, the Condominium Act, or other prescribed matter must conform to the ORM Plan.

The Ministry of Transportation is required to comply with Environmental Protection Requirements for the ORM in the planning, design, construction, operation and maintenance of all highways located in ORM Conservation Plan areas.

The Plan divides the ORM into four land use designations: Natural Core Areas, Natural Linkage Areas, Countryside Areas and Settlement Areas.

### LAND USE DESIGNATION

**Natural Core Areas** (38%) – are lands with the greatest concentrations of key natural heritage features, which are critical to maintaining the integrity of the Moraine as a whole. Only existing uses and very restricted new resource management, agricultural, low-intensity recreational, home businesses, transportation and utilities are allowed.

**Natural Linkage Areas** (24%) – are critical natural and open space linkages between Natural Core Areas and along rivers and streams. Allowed uses are consistent with those of Natural Core Areas, plus some aggregate resource operations.

**Countryside Areas** (30%) – are agricultural and rural transitions /buffers between the Natural Core Areas / Linkage Areas and the urbanized Settlement Areas. Allowed uses are those consistent with those of agricultural and other rural areas.

**Settlement Areas** (8%) – are a range of existing communities planned by municipalities to reflect community needs and values. Allowed uses: urban uses and development as set out in municipal official plans.



Source: <http://www.mah.gov.on.ca/Asset1873.aspx>

More information on the Oak Ridges Moraine is available at:

<http://www.mah.gov.on.ca/Page322.aspx>

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## TRANSPORTATION PROFILE – GTAW Preliminary Study Area



### TRAVEL CHARACTERISTICS

#### TRANSPORTATION SERVICES

##### ROAD SYSTEM

Freeways = 625 Lane Km  
Highways = 175 Lane Km  
Arterials = 2,850 Lane Km

##### INTER-REGIONAL TRANSIT (RAIL AND BUS)

GO Rail (Georgetown Line)  
GO Bus (Hwy 401 / Hwy 407)  
Coach Canada  
Greyhound (Hwy 401)  
VIA (Sarnia & Windsor)

#### EXISTING TRAVEL CHARACTERISTICS

Many trips occur within local areas and are not inter-regional, particularly for auto trips. The following are some examples:

Municipality	Approximate % of internal trip	% Auto (internal trips)
Waterloo Region	90%	82%
City of Guelph	80%	78%
Wellington County	50%	80%
Halton Region	65%	81%
Town of Caledon	40%	82%
City of Brampton	60%	81%

### TRAFFIC CHARACTERISTICS AND GROWTH AT REPRESENTATIVE ROADWAY LOCATIONS

#### DAILY TRAFFIC FLOW

Location	Number of Vehicles	% Trucks
Hwy 401 at Credit River	175,000	13%
Hwy 7 at Winston Churchill Blvd	22,000	15%
Waterloo Regional Road 24	18,500	8%
Peel Regional Road 50	45,000	10%

#### HISTORICAL TRAFFIC FLOW

Location	Fold Increase since 1960	% Annual Growth since 1995
Hwy 401 at Credit River	13	5%
Hwy 7 at Winston Churchill Blvd	5	2%
Waterloo Regional Road 24	7	4%
Peel Regional Road 50	20	9%

#### CONGESTION AREAS

**Congestion becomes noticeable when roads are at or approaching capacity (Level of Service E), e.g.:**

- Highway 401 at Credit River
- Highway 7 at Winston Churchill Blvd
- Waterloo Regional Road 24

**When roads are at capacity, they are generally considered unacceptable by drivers (Level-of-Service F), e.g.:**

- Peel Regional Road 50

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**APPENDIX J**  
**COMMUNITY ADVISORY GROUP MEETING**  
**#2 AND #3 SUMMARY NOTES**

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Meeting summary of:

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**GTA West Corridor**  
**Environmental Assessment Study**  
***Community Advisory Group Meeting #2***

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Meeting Date/Location:

December 4<sup>th</sup>, 2008  
Four Points at Sheraton, Meadowvale Room  
Mississauga, Ontario



## Summary of Meeting Highlights

### *Opening Remarks*

- Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed and thanked all participants for coming and encouraged the group to take the opportunity to participate fully in the evening's session. He then provided an overview of the meeting's purpose/agenda:
    1. Update the Community Advisory Group (CAG) on the project's status — including work undertaken and accomplishments since the last meeting;
    2. Provide an overview of the draft goals and objectives — and gauge reactions to them;
    3. Present and get feedback on the preliminary list of transportation problems; and
    4. Describe and get initial reactions to the proposed approach for the upcoming Public Information Centre's (PICs).
  - At the facilitator's invitation, project team members introduced themselves and noted their role in the study. CAG participants then introduced themselves and described their study-related interests.
  - Glenn Pothier reviewed the summary and purpose of the last meeting, the latter being to:
    - Establish ground rules and key principles to guide CAG activities;
    - Confirm the purpose of the CAG;
    - Discuss the Draft CAG Charter (which was subsequently endorsed and formally adopted);
    - Confirm meeting approaches and operating procedures;
    - Explain the study purpose and the environmental assessment study process;
    - Explore the groups' anticipated outcomes for the study, and preliminary list of transportation problems and opportunities; and
    - Outline next steps and upcoming activities.
- Glenn also noted that the meeting summary is not intended to be a verbatim account of events, but rather a distillation of the key issues discussed. The group was then asked if there were any noteworthy errors or omissions. The CAG agreed that the summary was a comprehensive and accurate meeting account. The summary will now be considered final.
- Glenn Pothier then provided the opportunity for observer comments/questions — however, there were no observers present.

### *Project Status Update*

- Heide Garbot (from the Ontario Ministry of Transportation) provided the CAG with a study update. She explained that the schedule has been delayed slightly to allow the project team to incorporate work from the Metrolinx draft Regional Transportation Plan for the Greater Toronto and Hamilton Area, and to utilize a new transportation model developed by MTO. As a result, the release of the draft Area Transportation System Problems and Opportunities Report and the next round of PICs have been rescheduled to occur in early 2009. Accordingly, the completion date of the EA Stage 1 Study has been changed from the end of 2009 to mid-2010. Ms. Garbot also noted that this CAG meeting is being held to update members on the current work being done, and to workshop some of the project team's preliminary ideas concerning transportation problems.
- In addition, Ms. Garbot explained that since the first CAG meeting in June, the project team has:
  - Developed project specific goals and objectives;
  - Held two travel demand forecasting information sessions;
  - Released two draft papers to the public for comment: Draft Overview of Transportation Land Use & Economic Conditions Report and Draft Environmental Conditions and Constraints Report;
  - Had discussions with representatives from various transportation and business groups, including CP, CN, Via Rail, the Canadian Centre of Commerce, and First Nations communities; and
  - Met with GO Transit's environmental assessment team (with plans for a follow-up meeting in January 2009).

The overview was followed by participant questions and comments:

*Question:* Will the current recession have an impact on the project?

*Response:* No, it is proceeding as planned.

*Question:* Is the project being worked on continually — is MTO working on it full-time?

*Response:* It's a full-time project, particularly for the consultants, and is continuously being worked on — though the MTO staff assigned to it do have other roles and responsibilities. Please be assured that MTO is committed to the initiative and interested in moving it forward as expeditiously as possible.

### ***Draft Project Goals and Objectives Presentation***

Neil Ahmed (Project Manager, MRC) began his presentation by describing the overall study approach and alternatives selection process, and the central role that project goals and objectives play in it. He then provided an overview of the draft project goals and objectives and how they were developed. Mr. Ahmed noted that the draft goals and objectives were derived from government policies and will help in evaluating the future transportation problems and opportunities. The goals and objectives have been packaged into three theme areas:

1. Compact, Vibrant and Complete Communities
2. A Prosperous and Competitive Economy
3. A Protected Environment

The goals under each thematic heading were then reviewed with the group (these are outlined on the slides distributed at the meeting and the handout distributed in advance of the meeting).

There was one question following the presentation:

*Question:* Which goal will win-out and which goals will be compromised?

*Response:* It's really a question of trying to find a balanced approach. The goals are there to provide guidance and a rigour for decision-making. Though the goals aren't necessarily in competition with one another, difficult choices will have to be made as part of the study process and evaluation of alternatives.

### ***Goals and Objectives: Workshop Discussion***

Glenn Pothier noted that the project team was interested in getting CAG member input on a few topics. The questions and related participant comments follow:

Discussion Question 1: *Overall, what are your reactions to/views of the goals and objectives?*

[Responses listed in no particular order]

*The goals and objectives cover everything, but that could pose challenges in the future*

- It's a good start — the goals and objectives are certainly comprehensive.
- Perhaps the goals and objectives are too all encompassing — it seems as though they are trying to be everything to everyone.
- It is doubtful that they can all be achieved.
- It is a very thorough list, but it should be recognized that challenges and tradeoffs will occur later on in the study.
- Balance and compromise will need to be employed by the project team.
- The project team needs to prioritize and distinguish between what is *needed* and what they would *like to have*.

*Economic advantages of selected study objectives have been overlooked*

- The ‘siloining’ of the economic goals and the environmental goals needs to be avoided. A number of study objectives with an environmental focus are not shown as contributing to a prosperous and competitive economy (and they should).
- For example, the benefit that public transit can have on the economy has not been acknowledged (objective #2). Similarly, protecting against and minimizing the loss/fragmentation of the agricultural land base (objective #8) can also contribute to prosperity. Check marks for these and other study objectives should be added to the ‘study goals and objectives matrix’ (under the ‘prosperous and competitive economy’ goal column).
- Further to the above, cities with sophisticated transit networks (such as New York and London) are attractive places for skilled labour and business. The goals and objectives are not reflecting the benefits that public transit and other initiatives can have on economic growth and the vibrancy of an area.

*Impacts on resources*

- Certain study objectives should be absolute minimums — they should be inviolable. For example, certain resources (such as groundwater) should never be adversely affected. A lack of water has drastic effects on lifestyle and the economy. Water quality and quantity must never be compromised.

Discussion Question 2: *What, if anything, would you add to the goals and objectives?*

[Responses listed in no particular order]

- Changes as described above to ensure that the goals and objectives matrix better reflects the economic advantages accruing from selected objectives.
- It is worth considering adding an objective that speaks to factors that affect the transportation system — for example, the need to reduce unnecessary stress that surplus trucks, such as long-haul garbage trucks, can have on the road system.

***Draft Transportation Problems Presentation***

Glenn Pothier introduced the draft transportation problems section of the agenda. He emphasized that the transportation problems to be presented are preliminary and that the project team is looking for the CAG to focus and later comment on the system-wide transportation problems and not the strengths/weaknesses related to specific modes.

Neil Ahmed then provided an overview presentation of the draft transportation problems, which were categorized by market. More specifically, he displayed and spoke to the following slides (under the noted thematic headings):

### Transportation Problems – Problem Identification Process

- Area Transportation System Planning
- Area Transportation System Deficiencies vs. Opportunities

### Transportation Problems (see slides distributed at the meeting for a detailed listing of the draft problem statements)

- Transportation problems identified by members at CAG #1
- Category #1: Commuters
  - Transportation system problems under the categories of Transit and Private Vehicles
- Category #2: Goods Movement
  - Transportation system problems under the categories of Truck, Rail, Marine and Air
- Category #3: Tourism and Recreation
  - Transportation system problems under the categories of Private Vehicles and Transit

### ***Transportation Problems: Workshop Discussion***

Glenn Pothier noted that the project team was interested in getting CAG member input on a few topics. The questions and related participant comments follow:

#### Discussion Question 1: *Do you feel anything is missing from the transportation problems listed?*

[Responses listed in no particular order]

- The problem statements are quite comprehensive and seem to cover most everything.
- ‘Air’ should be added as a type of mode to the tourism and recreation market — a number of tourists use and need access to/from airports (including smaller ones) in the study area.
- There is a missing problem concerning the congestion caused by the amount of time it takes — and related jurisdictional issues — to clear roadway accidents (including investigations and vehicle removal).

#### Discussion Question 2: *Overall, what are your views of the transportation problems as presented?*

[Responses listed in no particular order]

- It is quite a complete list.
- The system is being clogged by uses that could be moved in a different way. We should be looking at analyzing the types of goods being moved, and how they are being moved.
- There has been a failure in society to re-imagine how travel within southern Ontario could work differently — to re-think what our communities and transportation system could be like, including a greater focus on transit. This



failure of imagination and will to implement desirable and effective solutions is inhibiting progress. The use of the car is so ingrained in our society that progress in the realm of transit can seem impossible. We can't acquiesce to the cynicism and pessimism.

- A major problem is that the current available public transit service is limited (which, in turn, works against its greater use). The concept of "build it and they will come" should be employed for transit infrastructure.
- Regarding longer distance travel, there is a need to think outside the box and consider such things as 'drive-on, drive-off' services that blur the line between railways, transit and personal vehicle use.

Discussion Question 3: *What type of information would you expect to see as the rationale for the types of problems we have been discussing?*

[Note: A number of participants mentioned that the problems seemed quite 'self-evident' as stated, and that there likely would not be too much disagreement with them from the broader public. The responses listed below are in no particular order]

#### *Transit*

- Use data to show the absence of public transit service, low frequency of service, quality of service, and schedule delays.
- Use examples that prove you cannot take public transit to/from certain places.
- Use data to show that some routes only run in certain directions.
- Show that transit service runs mostly east-west, not north-south.
- Show the effects that transit strikes have on those dependent on it.
- Use cost analysis — for example, compare the cost of taking a family to downtown Toronto using public transit vs. the cost of driving in and parking.
- Use real examples of transit situations where there are no appropriate linkages to the final destination.
- Compare data on people's perceptions of the transit system vs. reality — potentially using service or safety examples.
- Show travel times to different destinations by car and transit — and highlight the differences between the two.
- Show live-work community patterns for places in the study area (and the implications of cost of living for location of residence and commuting distance).

#### *Goods Movement*

- Show the effect on goods movement of rail lines being owned by different entities.
- Show the limitations posed by having only two major rail freight corridors in the study area.
- Use historical data/trends.
- Overlay trend data regarding road and transit investment (and explore correlations) — and draw connections to traffic congestion.
- Show where routes do not currently exist to meet the needs of particular shippers.

- Review the amount of trucks coming into the study area due to congestion — and the number infiltrating local communities (but that could be by-passing these were a better, alternate route available).
- Show how roads are not designed to accommodate certain vehicle sizes/loads.
- Provide data on what is being shipped in the study area, how it is getting there and where it is going.
- Compare data on the amount of goods going through the study area vs. what is going to the study area.
- Acquire just-in-time delivery data and show its impact on the roadway.

#### *Tourism and Recreation*

- Show that there is currently no way to get to Pearson Airport by rail and provide data on how many passenger trains currently by-pass Pearson.
- Show the impacts that grid vs. radial road patterns have on making the appropriate transportation connections.
- Add ‘air’ as a type of mode. Use data to show how ineffectively public transit links to airports and how limited the service is in the study area.

#### ***Transportation Problems: Workshop Exercise***

- Glenn Pothier introduced the group to the concept of a simplified Dotmocracy exercise. Each CAG member was given a total of nine dots — 3 dot stickers in 3 different colours (blue, green and red), each of which corresponded to a particular market (commuters - red, goods movement - blue, and tourism and recreation - green). A large-scale printout of the draft transportation problems was provided, and each member was asked to place their three dots on the problems in each category that they felt were the most important. Members were asked to place no more than a single dot on any given problem statement. The results of the exercise follow (please note that the problems shown in the table below are in the order they were printed on the wall-mounted display):

<b>DRAFT TRANSPORTATION PROBLEMS</b>	
<b>Category #1: Commuters</b>	<b># of Dots Placed</b>
A. Transit	
- Limited community to community transit service	4
- Limited integration between local and interregional transit	5
- Conflicts with freight for use of rail capacity	1
B. Private Vehicles	
- Recurring congestion during peak periods	4
- Unreliable travel conditions on inter-regional roads	0
- Inefficient road connections between Urban Growth Centres	1
- Lack of residual capacity to accommodate rerouting of traffic during non-recurring incidents (accidents, weather, roadwork)	1

Category #2: Goods Movement	
A. Truck	
- Recurring congestion during peak periods	3
- Unreliable travel conditions on inter-regional roads	0
- Inefficient road connections between Urban Growth Centres, commercial centres and intermodal terminals	2
- Lack of residual capacity to accommodate rerouting of traffic during non-recurring incidents (accidents, weather, roadwork)	0
- Infiltration of local communities by inter-regional trucking	2
B. Rail	
- Few railway connections between growth areas	5
- Conflicts with transit for use of rail capacity	0
- Track capacity constrained in some areas	3
C. Marine	
- Large ocean vessels unable to proceed into Seaway	0
- Nearby port capacities are limited	0
- Winter Seaway closure limits shipping season	0
D. Air	
- Limited capacity	0
- Limited multi-modal connections to airports	1
Category #3: Tourism and Recreation	
A. Private Vehicles	
- Recurring congestion during peak periods	0
- Unreliable travel conditions on inter-regional roads	0
- Inefficient road connections to tourist and recreational destinations	4
- Lack of residual capacity to accommodate rerouting of traffic during non-recurring incidents (accidents, weather, roadwork)	0
B. Transit	
- Lack of good transit connections between tourist gateways (airports, rail stations) and major tourist destinations	5
- Transit schedules cater to commuters not tourists	1
- Limited multi-modal connections to key destinations	5

Glenn Pothier reviewed the results of the workshop exercise with the group and noted that transit-related issues (for commuting and tourism/recreation) and congestion (for commuting and goods movement) were key problems identified. In addition, he noted the importance ascribed to such problems as limited rail connections/track capacity constraints, inefficient road connections and limited multi-modal connections to key destinations.

### ***PIC Framework Presentation***

Mike Bricks (Senior Environmental Planner, Ecoplans Limited) provided an overview presentation of how the project team is planning to present materials at the upcoming PIC #2. He noted that the project team is trying to avoid an overwhelming amount of display boards and will instead present the study's conclusions upfront, using the rest of the boards to unpack the conclusions given. This will allow those with limited time to quickly review key study conclusions. More specifically, he displayed and spoke to the following slides:

- Venue Schematic Layout
- Welcome & PIC #2 Summary
- Study Background and Existing Conditions
- How are Future Transportation Conditions Predicted?
- What are the Future Transportation Problems (and potential opportunities)?
- Next Steps
- The Feedback Loop

### ***PIC Framework: Workshop Discussion***

Glenn Pothier noted that the project team was interested in getting CAG member input on a few topics. The questions and related participant comments follow:

Discussion Question 1: *What refinements or enhancements would you suggest the project team incorporate into the 'drop-in' format of the public information session?*

[Responses listed in no particular order]

- The group noted that the proposed format and materials sounds good, makes sense and appears reasonable.
- The group responded particularly well to the idea of having “executive summary” boards for those with limited time — this was described as a great way for people to quickly take in the key PIC conclusions.

In response to a participant question about the size of the PIC facilities and their capacity to house the amount of display panels proposed, the project team noted that they will be using the same facilities as at the last round of PICs (such as the Brampton Fairgrounds and the Le Jardin Special Events Centre). These are large-scale venues that are able to accommodate the volume of display materials and number of attendees expected.

Discussion Question 2: What do you think are the key questions/issues that the project team will most likely be asked to address?

[Responses listed in no particular order]

*Potential Comments*

- The study outcome is predetermined given the constraints that the Greenbelt Plan/Act has placed on land in the area (that it will be a highway, the route is identified or both).
- You know where it is going...so tell us.
- Give the community some certainty so we can stop living in limbo and move forward with our lives — get on with the project and identify/make public what you want to do and where it's going to take place.
- The uncertainty of this project is affecting business investment and life choices.
- If sacrifices (that is, loss of land or access to land/destinations) will have to be made for a new corridor, it better be done correctly.
- Get moving...this is taking too long.
- Tell us about the problem and the solution.

*Potential Questions*

- If you haven't already determined the study outcome, what are the potential realistic routes?
- Where is the new highway route going to be placed?
- Why do we need a new highway?
- When will you be building the new highway?
- What are the realistic alternatives to a new highway?
- When is construction planned to occur — when will a shovel break ground?
- What will it cost?
- How would a new corridor affect local access?
- Will the Expropriation Act protect those who would lose property?
- What are the property purchase and/or expropriation procedures and policies — will people be dealt with fairly?
- How will compensation be administered? What would it be?
- How will losses be compensated? For example, in the agricultural community farms won't be able to expand and a nearby transportation corridor would put increased stress on resources.
- What will be the impact of whatever is built on community character?
- What will the impacts of a corridor be on the agricultural community — socially, economically and environmentally?
- What impact will whatever is built have on contiguous land uses and to what extent will it cause the parceling off of properties?
- To what extent would a potential route interrupt/damage the Niagara Escarpment?
- How can you assure the public that this study and anything resulting from this study will be done right?
- What's really driving growth and how are we/should we be better managing it?



One participant noted that there is a rumour circulating that the outcome of the GTA West EA process will be a single corridor that includes multiple uses/modes — a six lane highway, rail lines, transit-way, utilities. The public will want to know if this is true.

## **Open Forum**

Glenn Pothier asked whether the Study Team or CAG members had any further business to add to the meeting agenda. No items were raised. Neil Ahmed expressed his appreciation for the group's comments and indicated that the group will be meeting again in early 2009, before the next PIC. Heide Garbot asked the group if they preferred a particular day of the week for the meeting. CAG members said that the project team should set the date that seems to work best for the overall schedule, but would like as much advance notice as possible to help ensure no conflicts. Glenn Pothier noted that applications to join the CAG would be available at the next PIC and it is anticipated that more people will be joining the Group later in the study process.

Participants were then invited to share any additional questions/comments about the project and/or the CAG:

*Comment:* Rail lines are not shown on the land use map. Active and abandoned rail lines should be added to the map and included in material shown at the PICs.

*Response:* [Comment Noted.]

*Comment:* The study area should be expanded to include Waterloo.

*Response:* Other studies have been undertaken and proposed transportation improvements planned between Guelph and Waterloo — the latter is in the broader influence area of the study and is being considered. In addition, the City of Waterloo is a member of the Municipal Advisory Group and is providing input through that and other means.

*Question:* If we know people who might be interested in joining the CAG, should we refer them to the project team?

*Response:* Yes, please do.

## **Closing Remarks**

Glenn Pothier thanked the group for their attendance and input. As there were no observers present, the observer comments/questions agenda component was skipped.

The meeting was formally adjourned (having run from approximately 7:10 to 9:30).

**Attendance (names listed in no particular order)**

***CAG Members:***



***Public/Observers:***

n/a

***Ontario Ministry of Transportation:***

Heide Garbot

***Consultant Team:***

Neil Ahmed (McCormick Rankin Corporation)

Mike Bricks (Ecoplans Limited)

Catherine Christiani (Ecoplans Limited)

***Independent Facilitator:***

Glenn Pothier (GLPi)



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Meeting summary of:

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**GTA West Corridor  
Environmental Assessment Study  
*Community Advisory Group Meeting #3***

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Meeting Date/Location:

February 5<sup>th</sup>, 2009  
Four Points at Sheraton, Meadowvale Room  
Mississauga, Ontario

## Summary of Meeting Highlights

### *Opening Remarks*

Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed and thanked all participants for taking time out of their schedules to attend the session, and encouraged the group to take the opportunity to participate fully in the meeting. He then provided an overview of the meeting's purpose/agenda, noting that the meeting had three main objectives:

1. Update the Community Advisory Group (CAG) on the project's status;
2. Present and acquire feedback on the refined transportation problems and their supporting data; and
3. Share logistical information about and describe the overall approach to the upcoming Public Information Centre's (PICs).

At the facilitator's invitation, project team members introduced themselves and noted their role in the study. CAG participants then introduced themselves, including an overview of where in the study area they are from.

Glenn Pothier then reviewed the summary and purpose of the last meeting, the latter being to:

- Provide a project update and explanation for the study schedule delay;
- Review and discuss the study's goals and objectives;
- Review and refine the preliminary transportation problems;
- Discuss the type of data that could be used to support the preliminary transportation problem findings;
- Prioritize the preliminary transportation problems;
- Provide an overview of the proposed consultation approach for the upcoming PICs; and
- Discuss the potential questions the public could raise at the PICs.

The group was then asked if there were any errors or omissions in the December 4<sup>th</sup> meeting summary — none were identified. The CAG agreed that the summary was a comprehensive and accurate account. The summary will now be considered final.

Glenn Pothier then provided the opportunity for observer comments/questions. The following was raised:

*Comment:* As someone living in the Township of King — just above the north-east corner of the study area, adjacent to a significant Red Wood forest — I have some concern about the potential impacts of any new transportation infrastructure on my property and the surrounding area.

*Response:* [Comment Noted.]

### *Project Status Update*

Heide Garbot (from the Ontario Ministry of Transportation) provided the CAG with a project status update. She began by discussing how the GTA West Corridor was identified in the Growth Plan for the Greater Golden Horseshoe (GGH) as a future transportation corridor that would link key Urban Growth Centres, such as Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. The formal initiation of the Environmental Assessment (EA) occurred in January 2007 and the EA Terms of Reference (ToR) was approved by the Minister of the Environment on March 4<sup>th</sup>, 2008. The study is currently proceeding with Stage 1 of the EA which focuses on evaluating transportation needs and alternatives. It is anticipated that Stage 1 will result in a multi-modal transportation development strategy and the general location of new Provincial infrastructure, if required, will be identified (including endpoints and possible connections with other infrastructure). EA Stage 2, if pursued, would determine route location if new Provincial infrastructure is required.

Heide Garbot then outlined the work that has occurred since ToR approval:

- Release of two draft papers in July 2008 for public comment: Draft Overview of Transportation Land Use & Economic Conditions Report, and Draft Environmental Conditions and Constraints Report.
- Work on an approach to integrate Greenbelt Plan goals, objectives and policy requirements into the study in order to ensure that the Greenbelt is given consideration at key points in the study process.
- Release of the Area Transportation Problems and Opportunities Report was rescheduled to early 2009 in order to incorporate the Metrolinx Regional Transportation Plan (released in November 2008). This Report will be prepared in draft and available to the public for review and comment in May 2009.

The update was followed by participant questions and comments:

*Question:* When you say that the Greenbelt is given special consideration, what does that mean? If the Greenbelt Plan protects lands, then why is new infrastructure still allowed to be built there?

*Response:* Given the importance of the Greenbelt, the intent is to minimize the requirement for new or improved infrastructure in this area. If new infrastructure is required, the objective is to avoid key features and minimize the impacts to the extent possible. MTO is currently developing standards for enhanced environmental protection for transportation infrastructure that currently exists or will be required in the Greenbelt. MTO can provide further information to any participants who would like it, such as Greenbelt Fact Sheets or copies of the Plan.



*Question:* What happens if rail improvements are pursued and there is no need for any MTO infrastructure?

*Response:* If rail is the only option that needs to be pursued, this recommendation is then forwarded to the appropriate rail authority. In this case, MTO would not proceed with the next phase of the study.

### ***Updated Transportation Problems Presentation***

Glenn Pothier introduced the transportation problems section of the agenda. He emphasized that the problems to be presented are transportation system problems regarding the corridor.

Neil Ahmed (Project Manager, MRC) noted that presentations similar to the one provided to the CAG will be shown to Municipal Advisory Group and Regulatory Agency Advisory Group representatives, and upper-tier councils/committees throughout February/March 2009. The presentation to the CAG provided an overview of the updated transportation problems (categorized by market), including some background on how they were identified. More specifically, he displayed and spoke to the following slides, which were provided to attendees in a reduced size black & white handout. The key slides are described below under the noted thematic headings:

#### Inter-Regional Transportation System

- Definition and inter-relationships between modes
- Overarching problems and their influences

#### Predicting Future Transportation Conditions

- Policy Influences Considered
- Metrolinx – The Big Move (November 2008)
- GO Transit 2020 Service Plan (December 2008)
- Economic Influences
- Trade/Tourism/Recreation Influences
- Forecasting Approach
- Model Inputs and Assumptions
  - Future population/employment growth and related land uses
  - Base improvements included in the future network (i.e. Metrolinx RTP, Planned MTO and Municipal transportation improvements)
- Model Outputs

#### Transportation Problems

- Commuters
  - Transit and Road System Problems
  - Existing Transit Travel Times, Existing vs. 2031 (from Vaughan Corporate Centre to selected destinations in the study area)

- Highway Congestion, 2006 vs. 2031 (for GGH)
- PM Peak Hour Auto Travel Times, Existing vs. 2031 (from Milton to selected destinations in the study area)
- Highway 401 – West of Milton, Demand from 1960 to 2031
- Highway 401 – East of Milton, Demand 1960 to 2031
- Highway 401 – West of Hurontario Street, Demand from 1960 to 2031
- Highway 400 – North of Highway 407, Demand from 1960 to 2031
- Goods Movement
  - Typical travel pattern of goods from factory to destination — and primary mode suitability for selected types of goods
  - Truck, Rail, Marine, and Air Problems
  - Goods Movement – Truck
    - 2031 Commercial Vehicle Volume in GGH
    - 2031 Future Highway Congestion in GGH
    - Representative Daily (2002) Truck Trips To and From Simcoe County
  - Goods Movement – Rail
  - Goods Movement – Marine and Air
  - Goods Movement – Outlook
- Tourism and Recreation
  - Transit and Road System Problems
  - Major Tourist and Recreational Destinations
- Next Steps – Alternatives Selection Process

The following questions/comments were shared during and after the presentation:

*Question/Comment:* Where did the data from Slide 15, which shows 2031 PM Peak Hour Inter-Regional Total Person Flows through the Study Area, come from? The numbers for Waterloo Region to Halton Region appear to be lower than what exists now — there are more than 10,000 people going to and from Waterloo Region.

*Response:* The numbers were generated by the model. The Project Team will confirm the data and re-check accuracy.

*Question:* With respect to Slide 15, why does the interregional movement in the AM not match the reverse movement in the PM — what do the arrows mean?

*Response:* The interregional movement numbers don't match because only two-directional PM peak hour movements are shown. AM peak hour movements are not included in this diagram.

*Comment:* When travelling by rail, goods movement does have priority over people movement.

*Response:* This reinforces the problem of conflict for passenger rail capacity.

*Comment:* The existing PM peak hour auto travel times shown on Slide 19 do not appear accurate — they are gross underestimates. The predicted 2031 times are more in line with what exists now. If the model cannot accurately predict existing conditions, people will question its ability to predict the future. This is going to create a credibility issue for the study team.

*Response:* [Comment Noted.]

*Comment:* The graphs in Slide 20 (Highway 401 – West of Milton, Demand from 1960 to 2031 and Highway 401 – East of Milton, Demand from 1960 to 2031) seem to present lower than expected future demands, even with the additional transit and planned road improvements in place.

*Response:* The graphs show the auto demand for each portion of highway 401 from 1960 to 2031. The predictions for 2031 assume all currently approved road improvements have been completed and that the Metrolinx Regional Transportation Plan has been implemented. As such, the increase in 2031 is not as high as historical growth would suggest.

*Comment:* It would be useful at the PIC to show a “do-nothing” case (historical trend) vs. the growth with all the base improvements in place. This will help demonstrate that even with all the transit and land use improvements facilitated by the Growth Plan and Metrolinx, a number of congestion and capacity problems will still exist.

*Response:* [Comment Noted.]

*Question:* Is the project team working with police to decrease the amount of time that delays, such as investigations and collisions, can cause to traffic flow? Are global economic changes, including European and Asian influences on trade, being accounted for?

*Response:* MTO operates a COMPASS traffic management system designed to detect and ease the effect that incidents like collisions and investigations can have on traffic flow. MTO is working to improve this system. Regarding European and Asian influences on trade, project team specialists have analyzed a range of economic trends. The model forecasting has incorporated their assessment of these and other factors.

*Comment:* Slide 25, which displays truck infiltration from Simcoe County into the study area, seems correct. I have a farm and can see the numerous trucks travelling along Mississauga Road.

*Response:* [Comment Noted.]

*Question:* Where is Highway 407 on Slide 25, which displays truck infiltration from Simcoe County into the Study Area? Where did the data on Highway 407 come from?

*Response:* [Note: Highway 407 was pointed-out by the project team.] Commercial movement along the 407 is low, in part, due to the toll charges that are payable by users. The project team acquired all data on the 407 from its private operators. The project team does not have full information on the 407, in comparison to the other highways.

*Comment:* The study team needs accurate information about the 407 if it's going to develop and assess viable transportation alternatives for the future.

*Response:* [Comment noted.]

*Question:* Can the data collected by the project team be sub-divided by industry? If it is predicted that manufacturing jobs will have decreased by 2031, can you show the effect that that would have on the transportation system?

*Response:* The model forecasting has taken into account changes by employment category. The project team's traffic specialists will be available for questions at the PICs. The Area Problems and Opportunities Report, to be released in May 2009, will also have more detail about the modeling.

### ***Group Exercise and Discussion***

Glenn Pothier noted that the project team was interested in receiving input on the transportation problems presented. Members were split into two tables to discuss and collect comments on a select list of questions. Each table was asked to appoint someone to write down their thoughts and report back to the larger group. Approximately 30 minutes was allocated for this exercise. Members were also encouraged to submit their own individual comments. The questions and related table and individual comments received follow:

**Question 1:** *Overall, what are your views of the transportation problems as presented?*

#### ***Table 1 Responses***

- The problems have been underestimated. For example, the assumptions of improved future live/work relationships, transit usage, etc. have been overestimated. As a result, the forecasting seems overly optimistic.
- The large volume of commercial vehicles on Highway 401 leaves no lanes on the highway for commuters.
- Goods are moved at all hours.
- More intermodal terminals are needed.

- Need to address road and rail needs for tourism.

*Table 2 Responses*

- The problems have been properly stated.

*Individual Responses*

- Suggest a diagram be created that shows what the problems would be if historical trends continue so that this can be compared to the optimistic predictions that result when the Metrolinx RTP is modelled.
- Inaccurate current travel times will make people question the validity of future predictions.

Question 2: *What, if anything, would you add or change about the transportation problem statements?*

*Table 1 Responses*

- The right kinds of problems were identified.
- Road is the only way to access airports.
- Waterloo Airport and the corridor between Woodstock, Kitchener and Guelph have not been mentioned.

*Table 2 Responses*

- Some of the data doesn't appear accurate, particularly the estimated auto travel times. If the model does not accurately predict current travel times then all resulting projections must be questioned.

Question 3: *Do you have any feedback on the data used in the presentation to support the transportation problem statements? What other supporting data might be used?*

*Table 1 Responses*

- Need more Highway 407 data.
- Incorporate influences from the perimeter and outside of the study area boundaries. For example, when outside towns and cities do not meet their transportation infrastructure growth, how does this influence the problem statements identified?

*Table 2 Responses*

- The validity of certain assumptions is questionable.
- More time should be spent on analyzing the relationship between goods and people movement.

Question 4: *In your view, which of the problems are the greatest priority?*

*Table 1 Responses*

- Transit commuting.



- Commuters should be encouraged to work in their own city's or take transit, which is reliable and of good quality.
- There should be a northern hub for transit — not just Union Station in Toronto.
- The GTA needs to deal with its own garbage (i.e. instead of shipping it to the U.S.).

#### *Table 2 Responses*

- The data needs to be corrected before priorities can be determined.

Following group reports on the above, Glenn Pothier asked the project team if they had any questions related to the comments made by the CAG members:

*Question:* Would it be helpful to compare, in graph form, the historical trend data with the study vision and expected outcomes based on the model inputs? The team could then show how they are trying to fill the gap between the two.

*Response:* Yes, this would be useful. Particularly when displaying the live/work relationships within communities.

*Question:* To clarify, was the concern about the travel-time data related to both the current state information and predicted future information?

*Response:* Yes. When an outsider can instantly recognize a mistake with the current data, then the projections are also called into question. This is a major problem that poses credibility issues for the team and the study.

#### *Upcoming PICs Presentation*

Mike Bricks (Senior Environmental Planner, Ecoplans Limited) provided an overview of the format for the upcoming PICs, including their dates and locations, what information will be presented, the planned venue layout, and the activities that will follow the PICs. He informed the group of the availability of a project video, which will be at the PICs. The video will be approximately 5 minutes in length and will present a visual summary of selected information.

The presentation was followed by participant questions and comments:

*Comment:* The consultation plan is very impressive.

*Response:* [Comment Noted.]

*Comment:* Minimize the amount of technical jargon used, and speak in simple and plain terms. Accurately reflect the actual study area problems. It's important to connect with people and have them sense that you 'get it.'

*Response:* [Comment Noted.]

*Comment:* Not a lot of commuters will be able to attend the meeting given the timing of the PICs. The project team should consider holding an online commuter forum to allow them to provide comments on their own schedule.

*Response:* [Comment noted. The project team clarified that there is a project website with an interactive comment section.]

*Comment:* The project team should use the word “challenges,” rather than “problems.”

*Response:* [Comment Noted.]

### ***Open Forum and Observer Comments***

Glenn Pothier asked whether the Project Team or CAG members had any further business to add to the meeting agenda. No items were raised. Mr. Pothier informed the group that the next CAG meeting is anticipated to occur in June 2009, after the PICs. Its focus will be on alternative generation and the criteria used to evaluate alternatives. Participants and observers were then invited to share any additional questions/comments about the project and/or the CAG:

*Comment:* The next CAG meeting should also present the results of the second round of PICs.

*Response:* [Comment Noted.]

*Question:* Has the project team modeled the effect of every 400 series highway turning into a toll road?

*Response:* No. We are hoping to simulate realistic alternatives and it is not anticipated that this alternative would be appropriate.

*Comment:* The presentation handouts should be supplied in colour and have one slide per page due to the detail and size of text in the graphics.

*Response:* [Comment Noted. A replacement version of the handout package is provided with this summary.]

*Comment:* There would be value in incorporating more input from users of the system — commuters, truckers, shippers, farmers and so forth.

*Response:* [Comment Noted.]

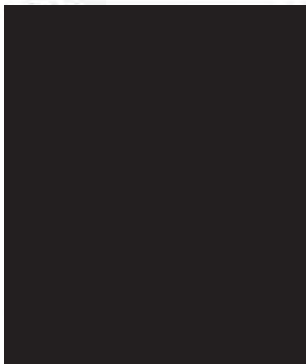
*Closing Remarks*

Glenn Pothier thanked the group for their attendance and valued input.

The meeting was formally adjourned (having run from approximately 7:10 to 9:10 p.m.).

**Attendance (names listed in no particular order)**

***CAG Members:***



***Public/Observers:***



***Ontario Ministry of Transportation:***

Heide Garbot

***Consultant Team:***

Neil Ahmed (McCormick Rankin Corporation)

Mike Bricks (Ecoplans Limited)

Catherine Christiani (Ecoplans Limited)

***Independent Facilitator:***

Glenn Pothier (GLPi)

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**APPENDIX K  
COMMUNITY ADVISORY GROUP  
APPLICATION FORM**

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**COMMUNITY ADVISORY GROUP**  
**Application Form**

The role of the Community Advisory Group (CAG) is to assist the Project Team by providing information and input relative to community interests and study issues. If you live in the GTA West preliminary study area and would like to be considered for membership on the CAG, there are three options for completing the form:

1. **Fax:** 905-823-2669 (Attention: GTA West Project Team)
2. **Mail:** Ecoplans Limited, 2655 North Sheridan Way, Mississauga, ON, L5K 2P8 (Attention: GTA West Project Team)
3. **Online:** Provide the information below via the comment form on the "Contact Us" page of the project website: [www.gta-west.com](http://www.gta-west.com) (Subject: CAG Membership)

Please note that not all applicants are guaranteed to become CAG members.

**PLEASE PRINT**

**1. Background Information**

<b>Name:</b>		
<b>Residential Address:</b>		
		<b>Postal Code:</b>
<b>Email:</b>		
<b>Residential Tel.:</b>	<b>Business Tel.:</b>	<b>Fax:</b>

**What is your occupation?**

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**2. What are your key areas of interest concerning this study?**

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**3. Are you a member of any organization or interest group (i.e. community, natural environment, agriculture etc.)?** ☐ Yes ☐ No

**If yes, please specify which group you are a member of:**

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This Information is being collected to assist the Project Team. It 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 information will become part of the public record.

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**APPENDIX L**  
**MUNICIPAL ADVISORY GROUP MEETING #2**  
**PRESENTATION AND SUMMARY NOTES**

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**GTA West**



# **GTA West Corridor Environmental Assessment**

**Municipal Advisory Group  
Meeting # 2**

**February 3, 2009**



**McCORMICK  
RANKIN  
CORPORATION**



**AECOM**



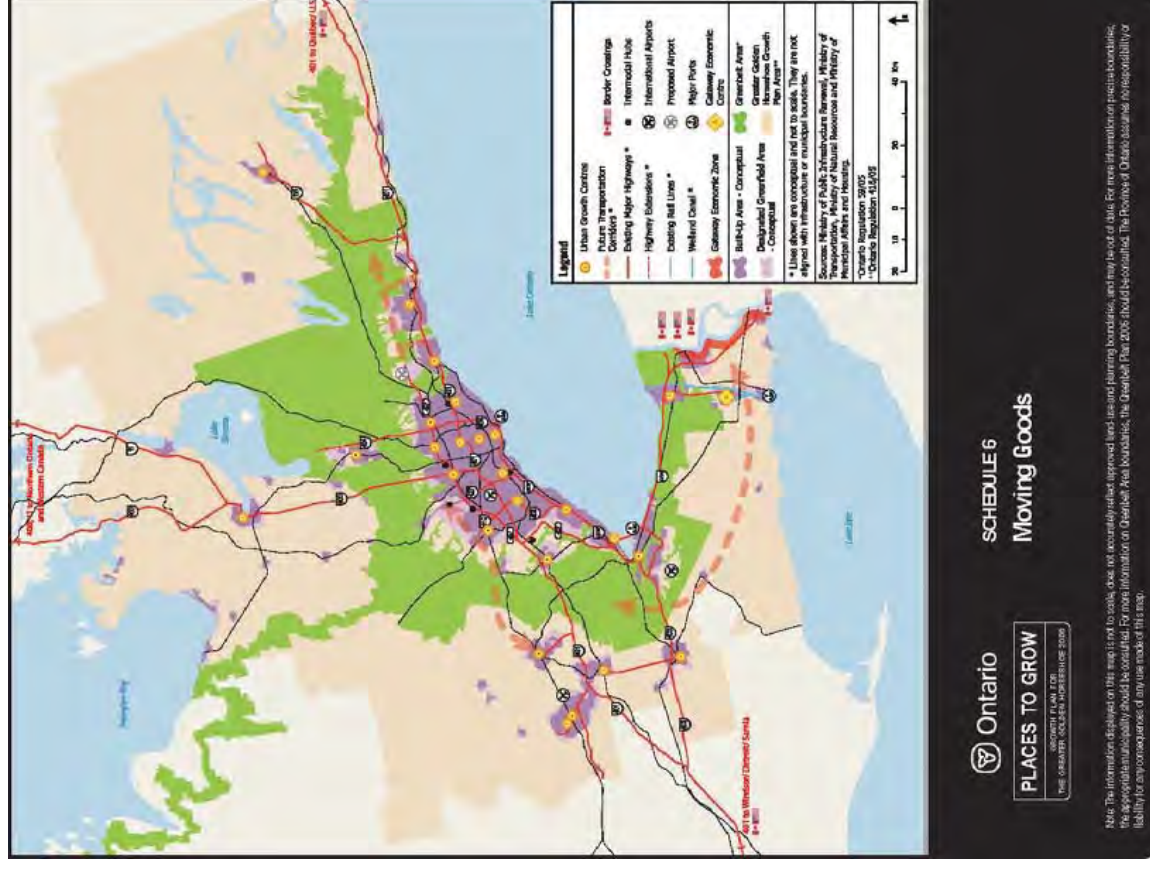
## Meeting Purpose

- Study Purpose
- Update on Study Progress & Process
- Project Goals & Objectives
- Existing Conditions
- Predicting Future Transportation Conditions
- Transportation Context, Problems and Opportunities
- Upcoming Consultation
- Next Steps



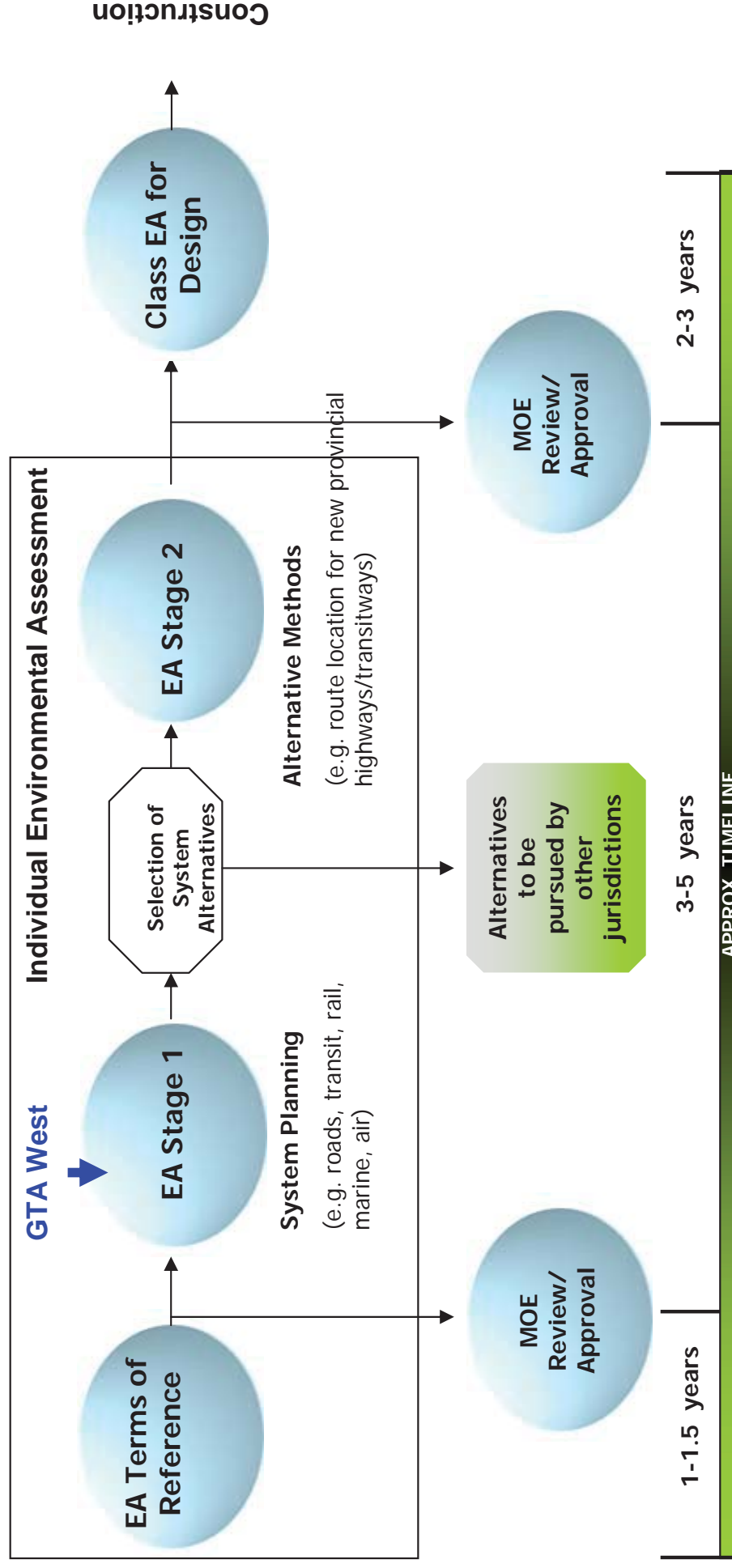


- To support the policy direction of the Growth Plan, MTO launched the GTA West Planning and EA Study to:
  - Examine long-term transportation problems and opportunities, and
  - Consider alternatives to provide better linkages to *Urban Growth Centres* within the GTA West Corridor





# EA Study Process



## EA Study Stage 1

- Determine Transportation Problems and Opportunities (PIC #2 March 2009)
  - Identify and quantify the need for transportation improvements
- Develop a Transportation Development Strategy (PIC #3 Fall 2009)
  - Evaluate and select **Transportation Planning Alternatives**
- Preliminary Planning Roadway, if new provincial highways / transitways are recommended (PIC #4 Spring 2010)
  - Identify general corridors / study areas for new facilities

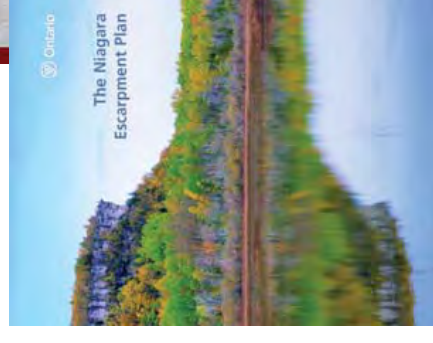
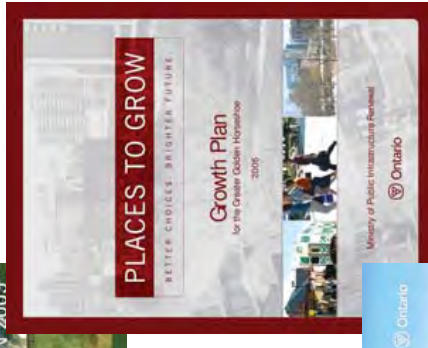
## EA Study Stage 2

- Generate, evaluate and select the preferred **route location**
  - **Develop Concept Design** (typically at 1:10,000 scale) for the selected route for new provincial highways/transitways
  - **Identify Right-Of-Way (110m, 170m if alternative includes transitway)**



## Project Goals & Objectives

- Incorporate policies from Growth Plan, Greenbelt Plan, Niagara Escarpment Commission Plan, Provincial Policy Statement, Oak Ridges Moraine Conservation Plan, and upper tier municipal official plans.
- Define specific goals and objectives for preliminary study area. Focusing on:
  - **Movement of People**
  - **Movement of Goods**



## Project Goals & Objectives

### • 10 Goals Identified

Protect our natural environment – resources, features and systems.

Protect our unique and important cultural and heritage resources.

Optimize public investment through wise use and management of existing infrastructure

Support economic links between Regional Nodes, Regional Centres and intermodal facilities.

Support trade through efficient and reliable transportation systems.

Support tourism through multi-modal transportation.

**Environment**

**Economy**

**Community**

Facilitate the development of Urban Growth Centres as defined in the Growth Plan for the Greater Golden Horseshoe

Maintain the character of rural and agricultural communities.

Support municipal land use plans within the GTA West Corridor study area.

Protect for long-term transportation improvements required to support planned growth and connectivity of the Provincial and inter-regional transportation networks.





# GTA West Corridor Environmental Assessment

- Project Goals and Objectives
  - Existing Conditions
- Predicting Future Transportation Conditions
- Transportation Problems and Opportunities
  - Corridor Planning and Protection

## *Draft Overview of Environmental Conditions and Constraints Report (July 2008)*

- Features environmental conditions and constraints in the preliminary study area including significant and sensitive features:
  - Natural environment
  - Social environment
  - Cultural environment
  - Economic environment
  - Land use







# Designated Policy Areas





# Overview of Environmental Conditions & Constraints (Draft July 2008)

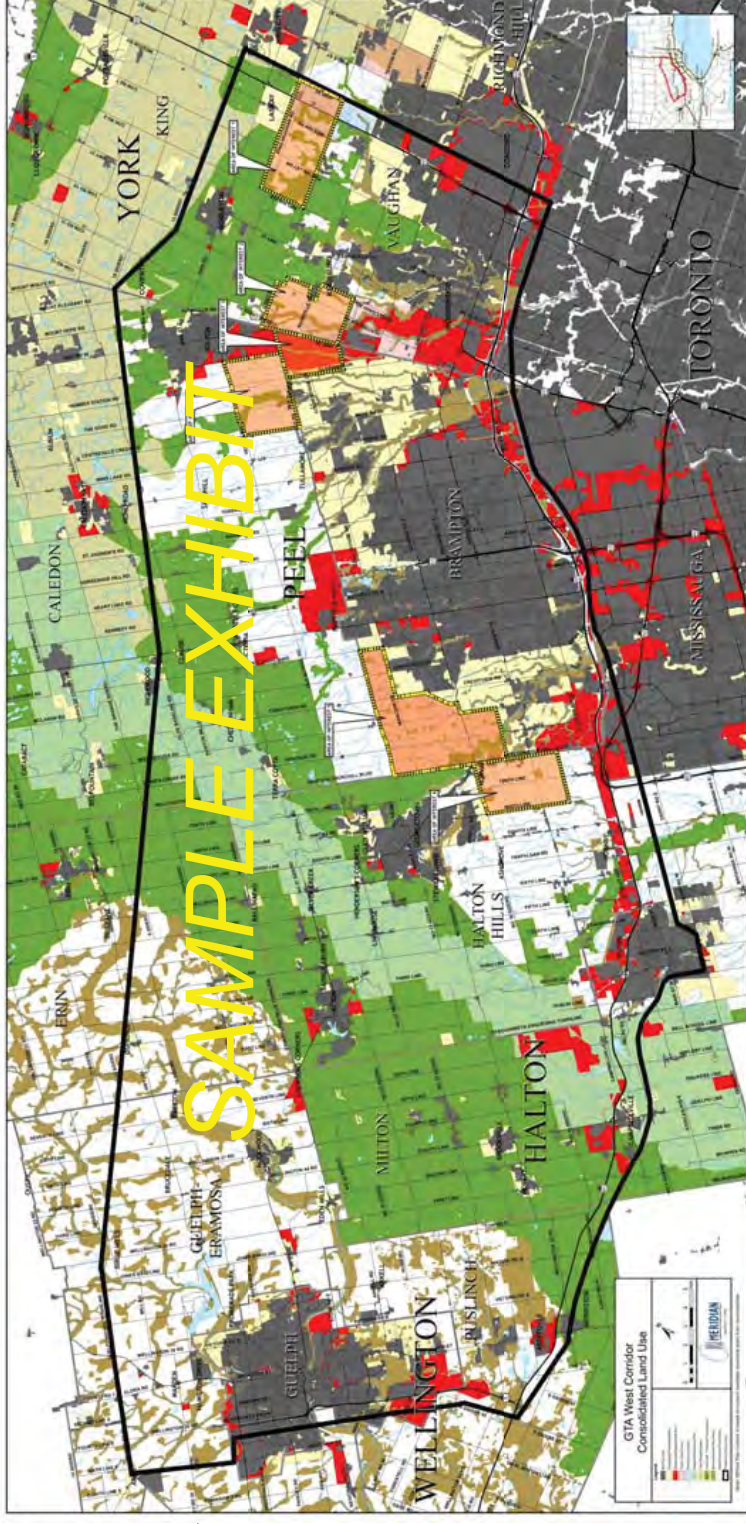
## Agricultural Land Classifications





## Overview of Environmental Conditions & Constraints (Draft July 2008)

### Consolidated Land Use





## Existing Conditions – Environment

- Overview of Environmental Conditions & Constraints (Draft July 2008) - Available Maps
  - Niagara Escarpment, Oak Ridges Moraine, Greenbelt
  - General Quaternary and Bedrock Geology
  - Wellhead Protection Areas
  - Aquatic Resources
  - Species of Conservation
  - Wetlands
  - Wildlife Habitat
  - Wooded Areas
  - Interior and Deep Interior Forest
  - Niagara Parks and Open Space / Type of Areas

## Existing Conditions – Environment

- Overview of Environmental Conditions & Constraints (Draft July 2008) – Available Maps
  - Areas of Natural and Scientific Interest
  - Municipal Land Uses
  - Land Capability for Agriculture
  - Recreation and Trail Maps
  - Pits and Quarries
  - Utility Lines
  - Location Map Bruce to Milton Transmission Reinforcement Project
  - Waste Sites
  - Zone of Archaeological Potential

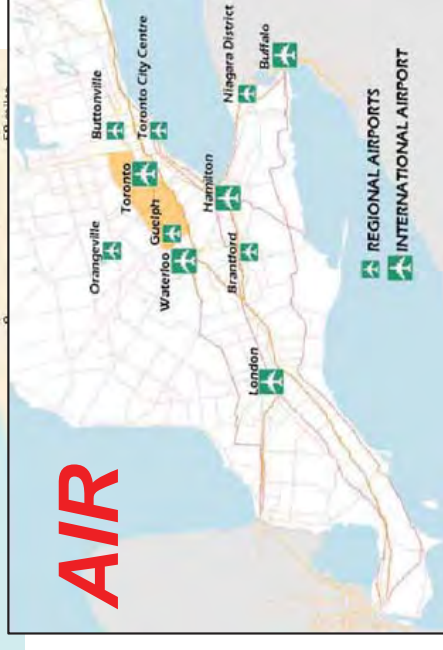
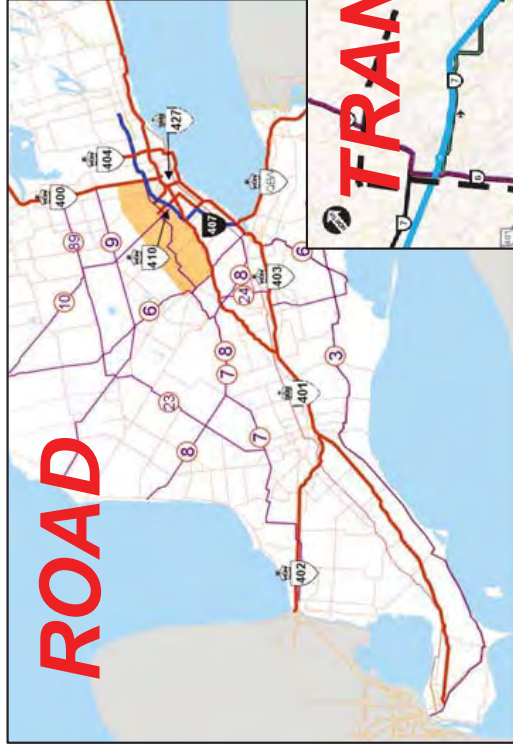




**GTA West**

## Existing Conditions – Transportation

- *Draft Overview of Transportation & Economic Conditions Report (July 2008)*
- Reviewed existing multi-modal transportation network and travel characteristics





# **GTA West Corridor Environmental Assessment**

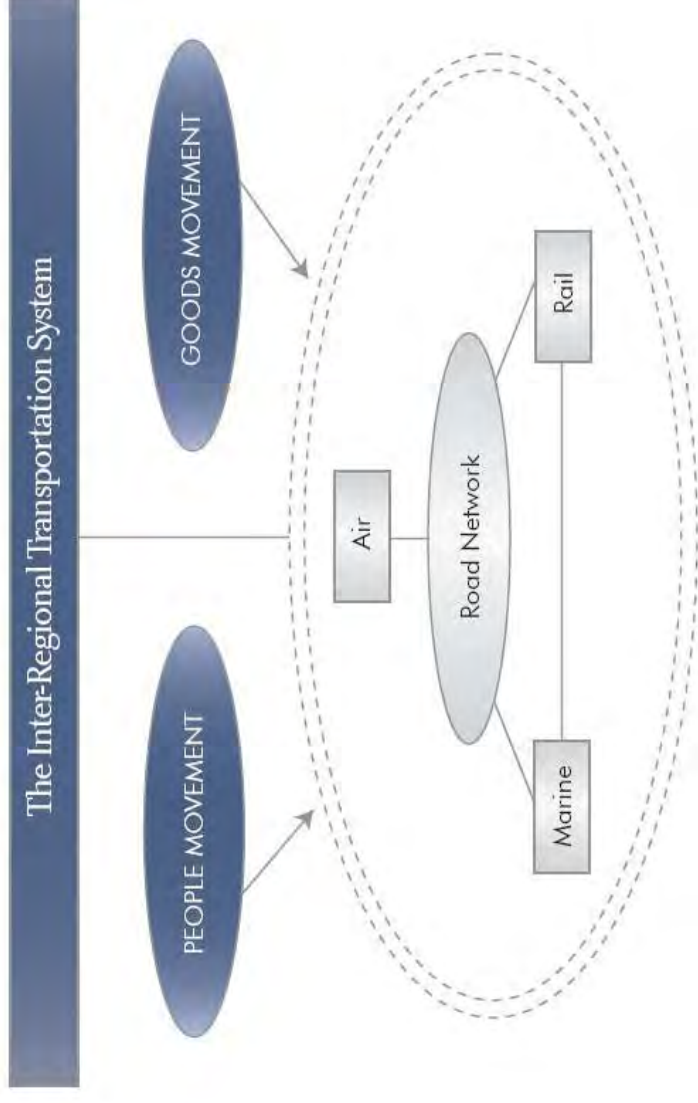
- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**



## Predicting Future Transportation Conditions Inter-Regional Transportation System

### Focus is on:

- Movement of people and goods within and through the study area by all modes.
- An efficient road system allows for the other modes to operate more efficiently.



*Virtually every trip touches the road network.*



## Predicting Future Transportation Conditions Inter-Regional Transportation System

- **Over-arching problem:**
  - Parts of the system at or beyond capacity
  - Future inter-regional transportation demand forecast to exceed capacity
  - Limited integration between local and inter-regional transit services
- **Process of predicting future transportation conditions considers several influences and acknowledges a range of future conditions is possible:**
  - *Policy Influences*
  - *Economic Influences*
  - *Trade / Tourist / Recreation Influences*

## Predicting Future Transportation Conditions

- **Policy Influences Considered:**
  - Growth Plan for Greater Golden Horseshoe
    - **Managing Land Use Growth and Development**
  - Greenbelt Plan
    - **Minimize the impact on environment**
  - Municipal Policies
    - **Shape patterns of demand and mode use**
  - Niagara Escarpment Plan
    - **Balance development, preservation and public use**
  - Metrolinx Regional Transportation Plan
    - **Significant shift to providing transit infrastructure**
  - GO 2020
    - **Future Service Extensions**



GTA West

## Predicting Future Transportation Conditions

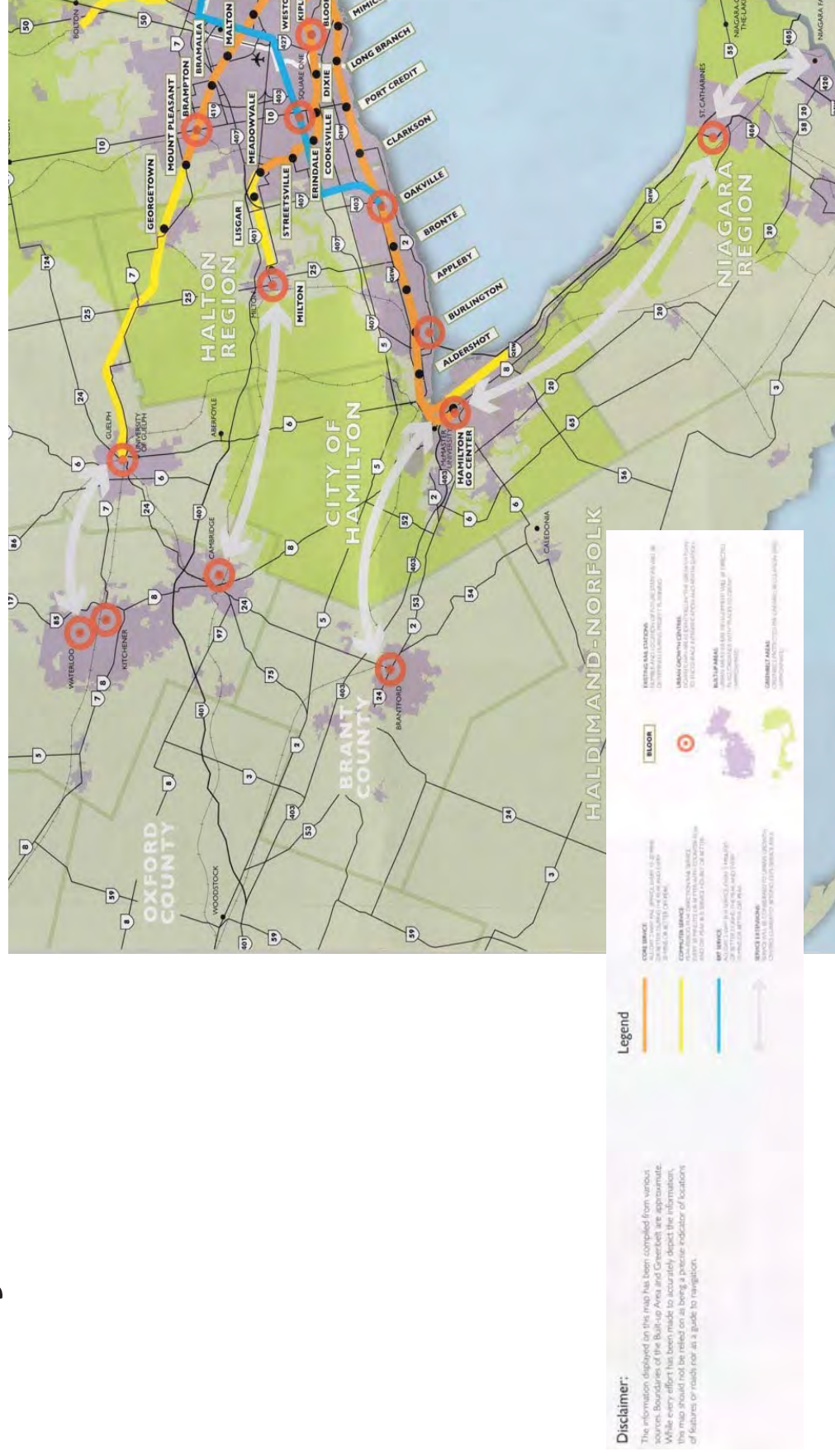
### Policy Influence: Metrolinx – The Big Move (November 2008)





# Predicting Future Transportation Conditions

## Policy Influence: GO Transit 2020 Service Plan (December 2008)



## Predicting Future Transportation Conditions

- **Economic Influences**
  - GTAW Employment Sectors
    - Current Employment - Trend
      - **Wholesale/Transportation/Warehouse/Retail/Business**
      - “**More** People – **More** Autos : **More** Goods (Trucks)”
    - Forecast Employment – Growth Plan
      - **Growth in Health/Education/Retail/Business**
      - “**More** People – **More** Local Trips: **More** Transit Use”
  - Ontario’s Economy
    - Export based – US is major trading partner
      - **Currency exchange / strength of other economies / efficient supply chains**



## Predicting Future Transportation Conditions

- **Trade / Tourism / Recreation Influences:**
  - Highway 401, CN Mainline and CP mainline are the primary transportation corridors in the GTAW preliminary study area to serve trade / tourism / recreation trips



## Predicting Future Transportation Conditions

- **Trade / Tourism / Recreation Influences:**
  - *It is expected that trucking will continue to be a dominant mode for goods movement in the future although there is a move towards a balanced goods movement system.*
  - *It is expected that automobiles will continue to be a dominant mode for tourism and recreation travel although there are plans to expand rail passenger service (VIA and Montreal – Windsor High Speed Rail).*



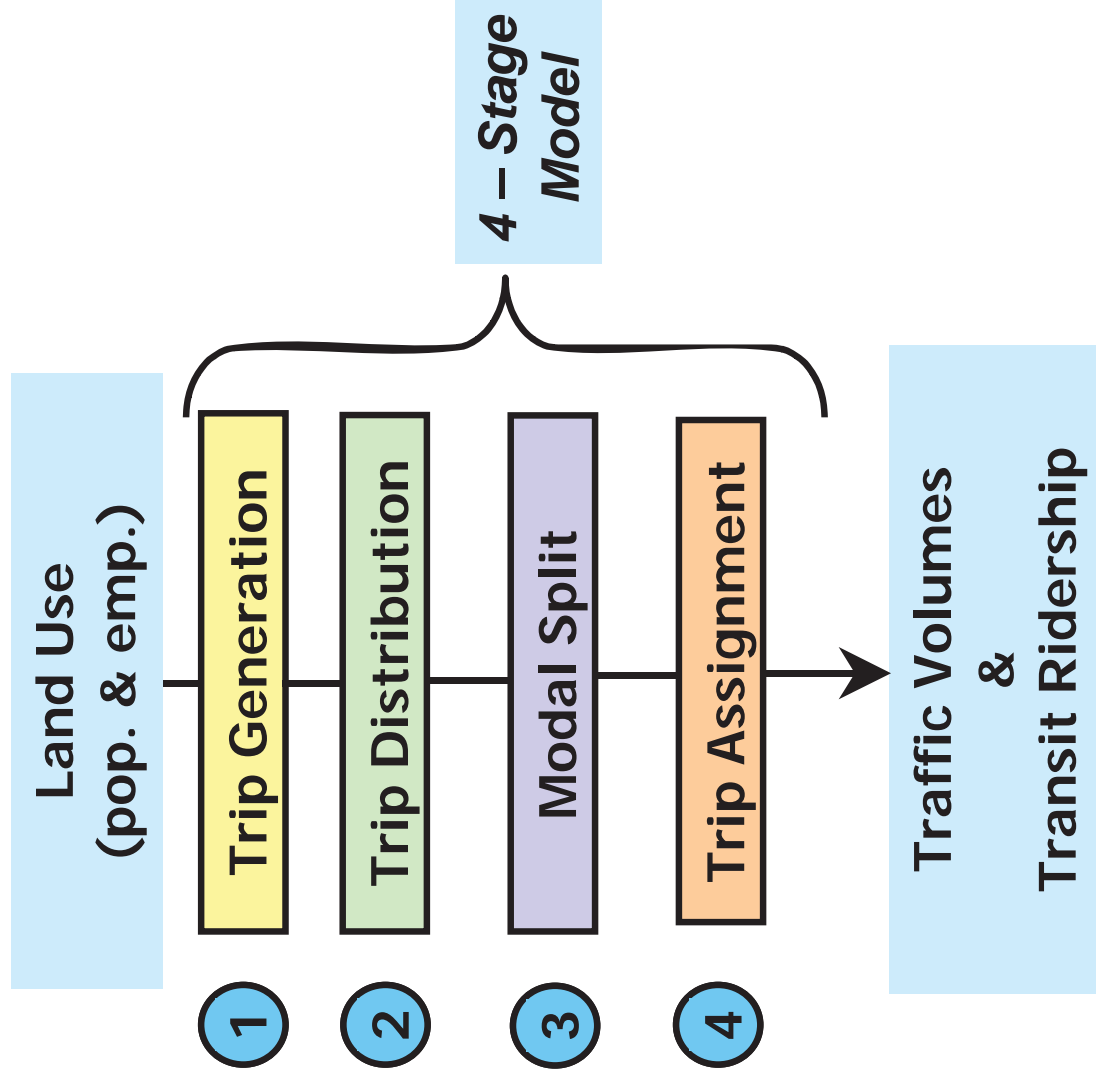
## Predicting Future Transportation Conditions

**Influences are considered in Forecasting Approach**

*Two parallel approaches are being used:*

**1. GGH Model – focuses on commuter trips (transit and auto) and freight trips (trucks)**

**2. Strategic Demand Forecasting Model – focuses on freight trips (rail, marine, air) and tourist trips (auto, rail, marine, air)**







## Predicting Future Transportation Conditions

### Model Outputs

#### •Network Assignment

- Auto
- Transit
- Trucks

#### •Trip Characteristics

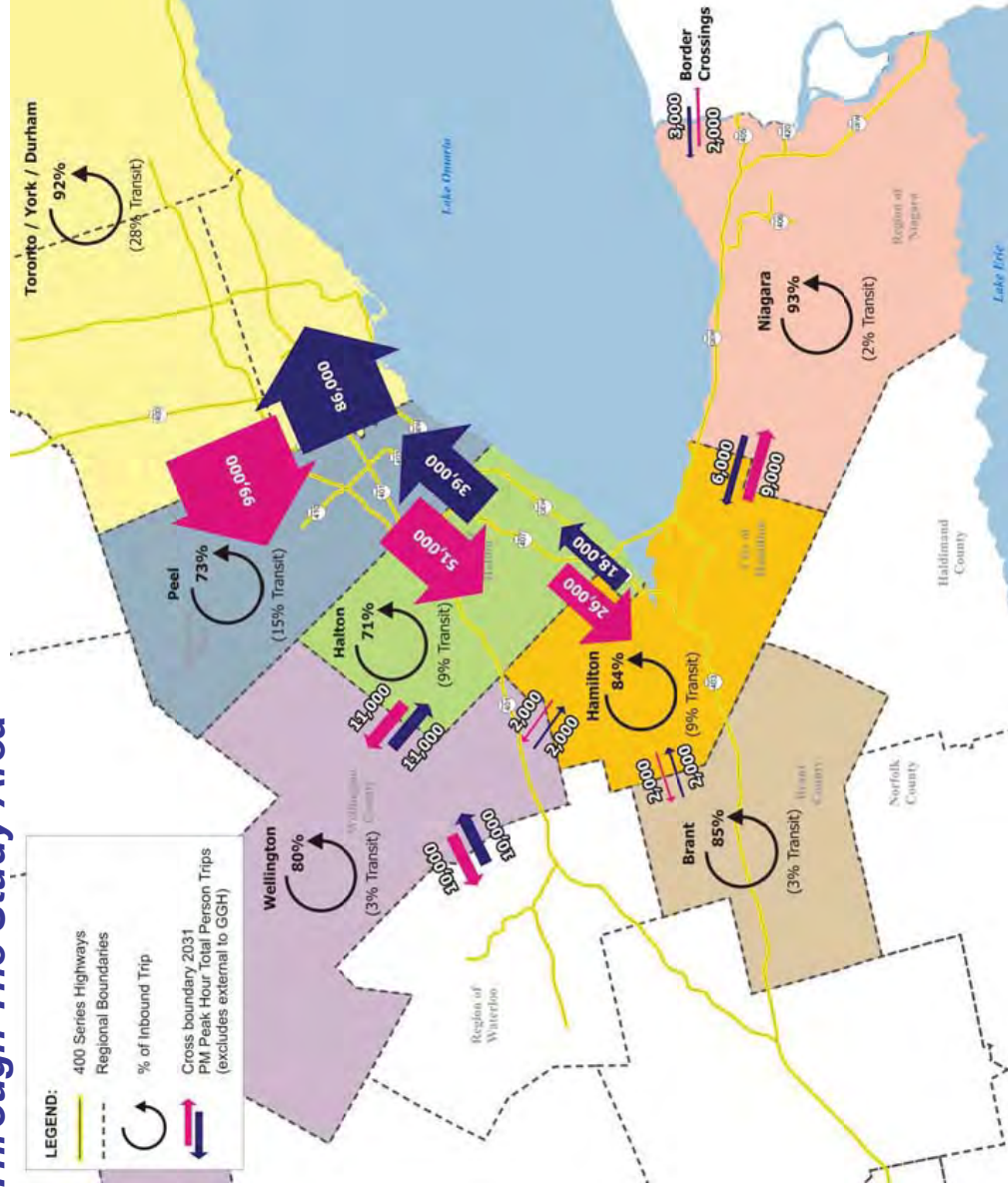
- Self-containment
- Mode Choice
- Inter-regional flows

#### •Transportation System

#### Performance

- Travel Time
- Veh/ km travelled

### 2031 PM Peak Hour Inter-Regional Total Person Flows Through The Study Area





# **GTA West Corridor Environmental Assessment**

- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**



## Transportation Problems Commuters

### Transit System

- Limited community to community (inter-regional) transit service
- Limited integration between local and interregional transit
- Conflicts with freight for use of rail capacity



### Road System

- Recurring congestion during commuter peak travel periods
- Increased and unpredictable travel times from congestion and incidents
  - *Collisions, Weather, Maintenance, Construction*
- Inefficient road connections between Urban Growth Centres

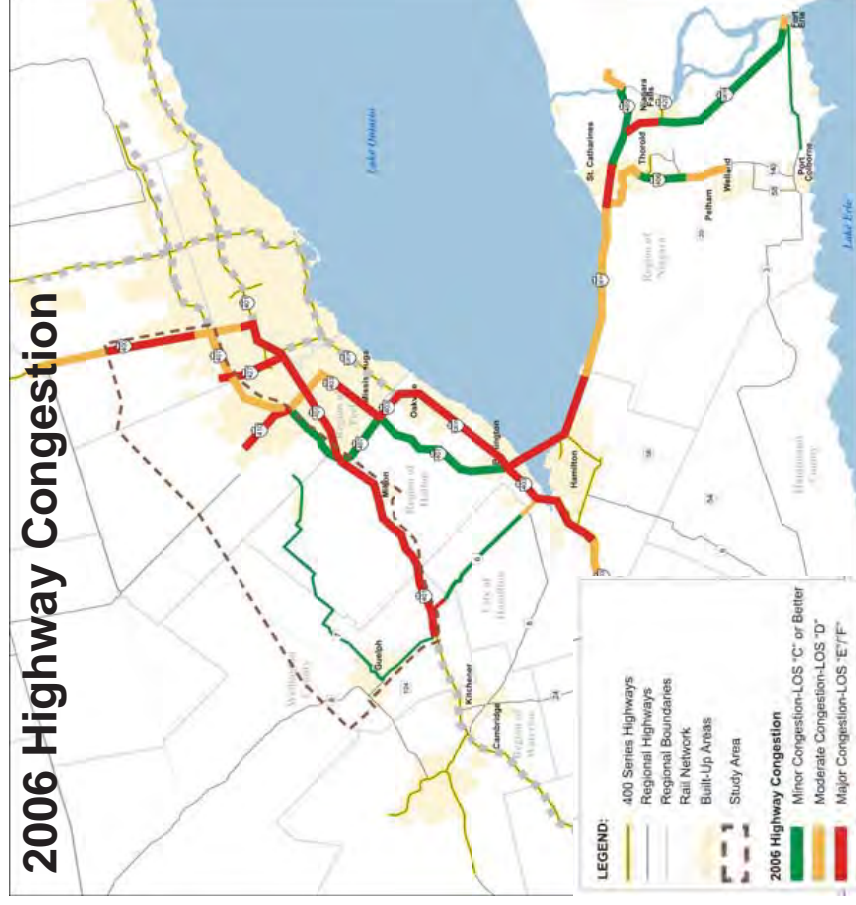


## Transportation Problems Commuters

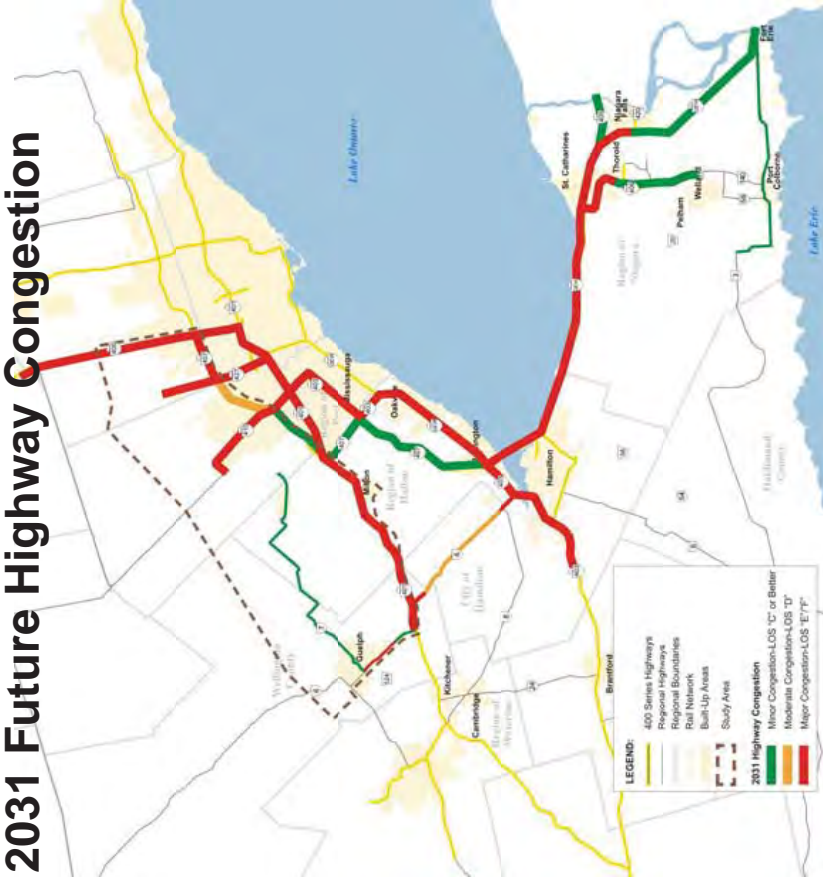
*By 2031, traffic volumes on Highway 401, 400, 427 and 410 are all forecast to increase substantially. Notwithstanding Metrolinx 25 year plan and committed highway improvements:*

- *the increase in traffic volume will further increase road congestion in the GTA West Corridor*

### 2006 Highway Congestion



### 2031 Future Highway Congestion



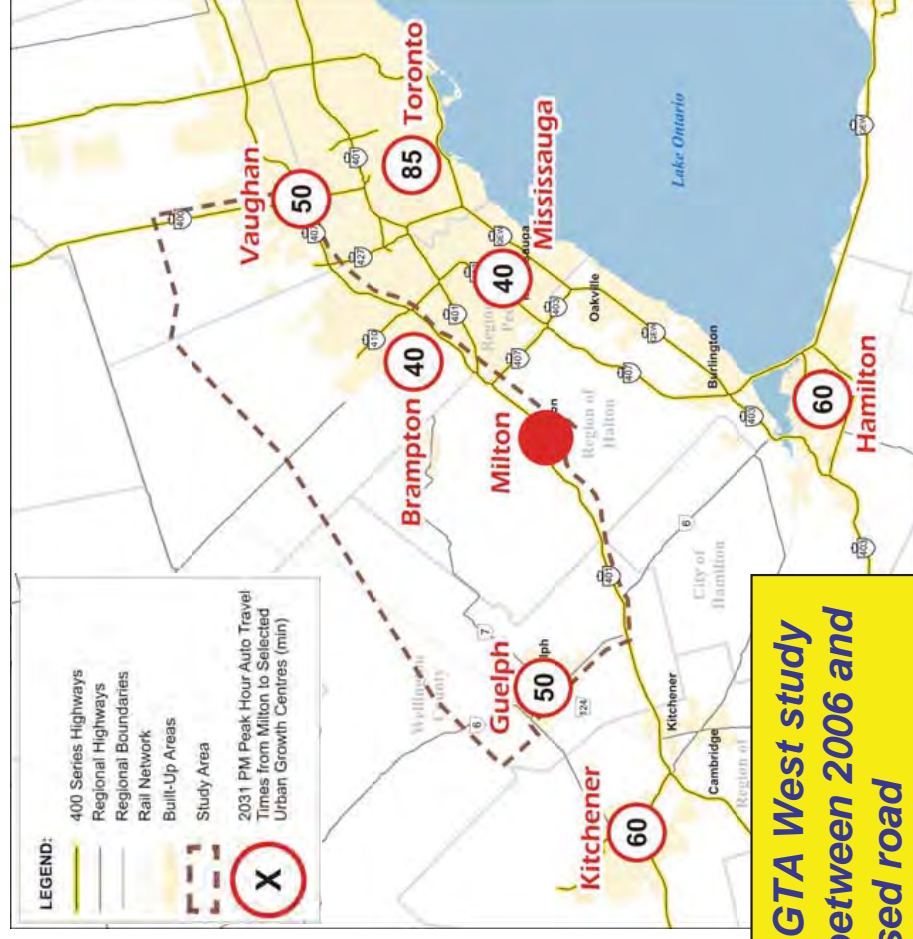


# Transportation Problems Commuters

Existing PM Peak Hour Auto Travel Times  
(From Milton)



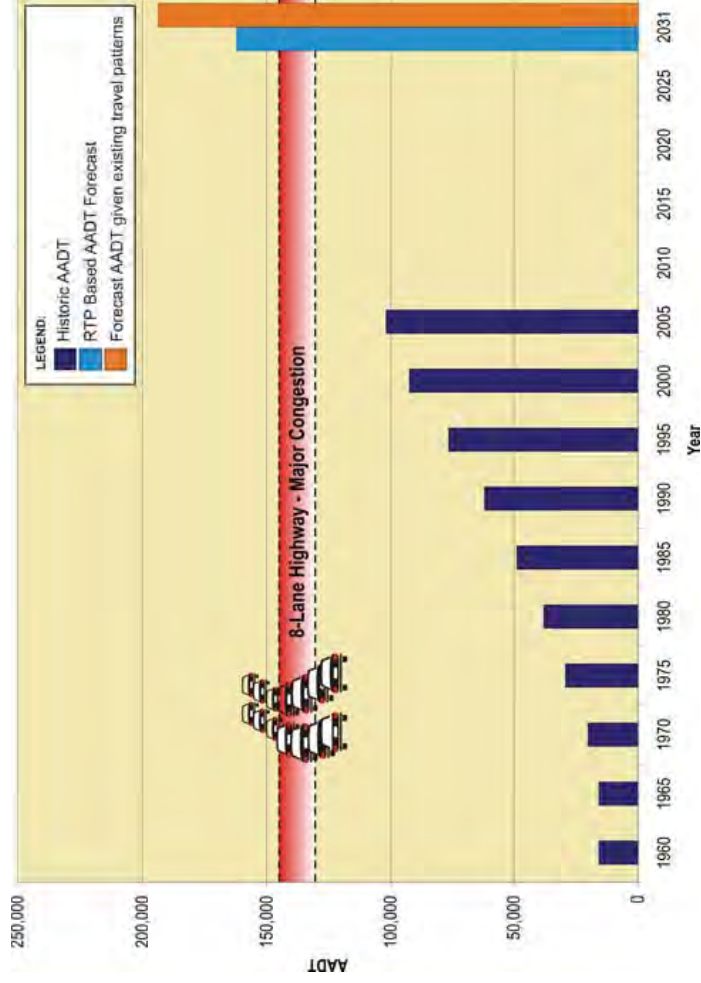
2031 PM Peak Hour Auto Travel Times  
(From Milton)



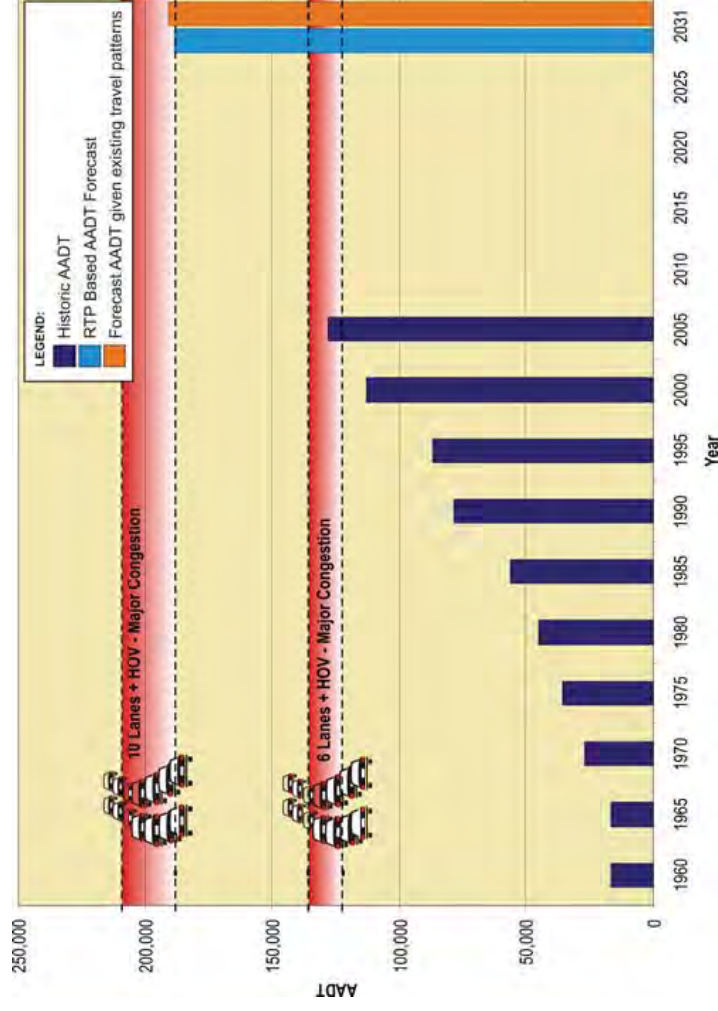
*Travel times in the GTA West study area will increase between 2006 and 2031 due to increased road congestion*

# Transportation Problems Commuters

Highway 401 – West of Milton



Highway 401 – East of Milton

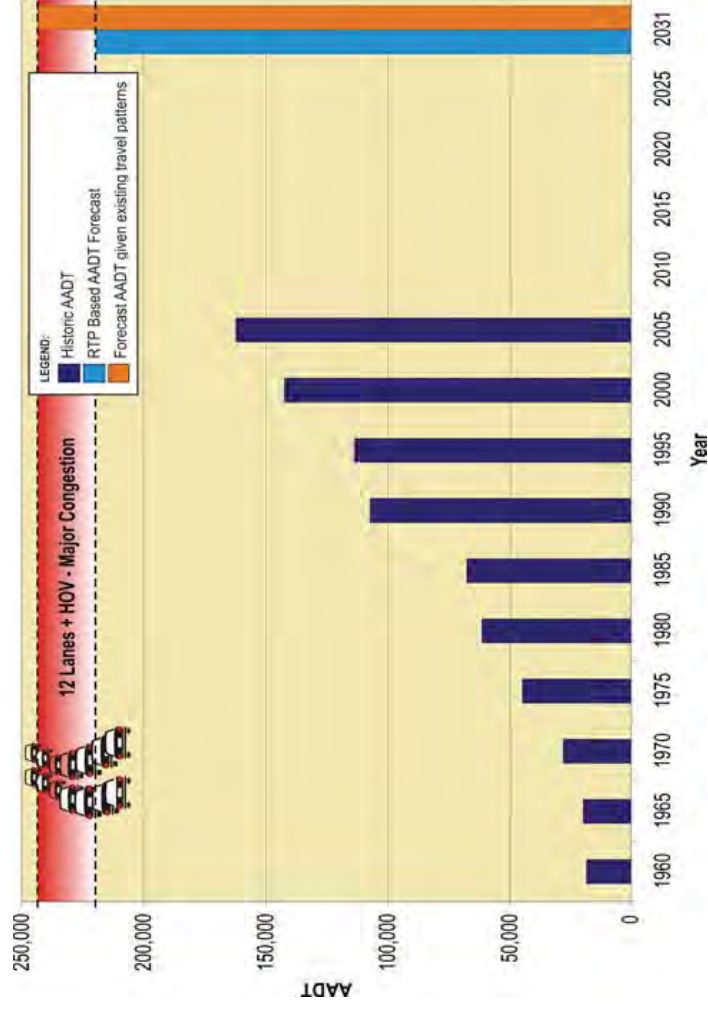


*Highway 401 will be over capacity through Halton Region after consideration of Metrolinx 25 year plan and widening Highway 401 to 8 lanes west of Milton and 10+ lanes east of Milton.*

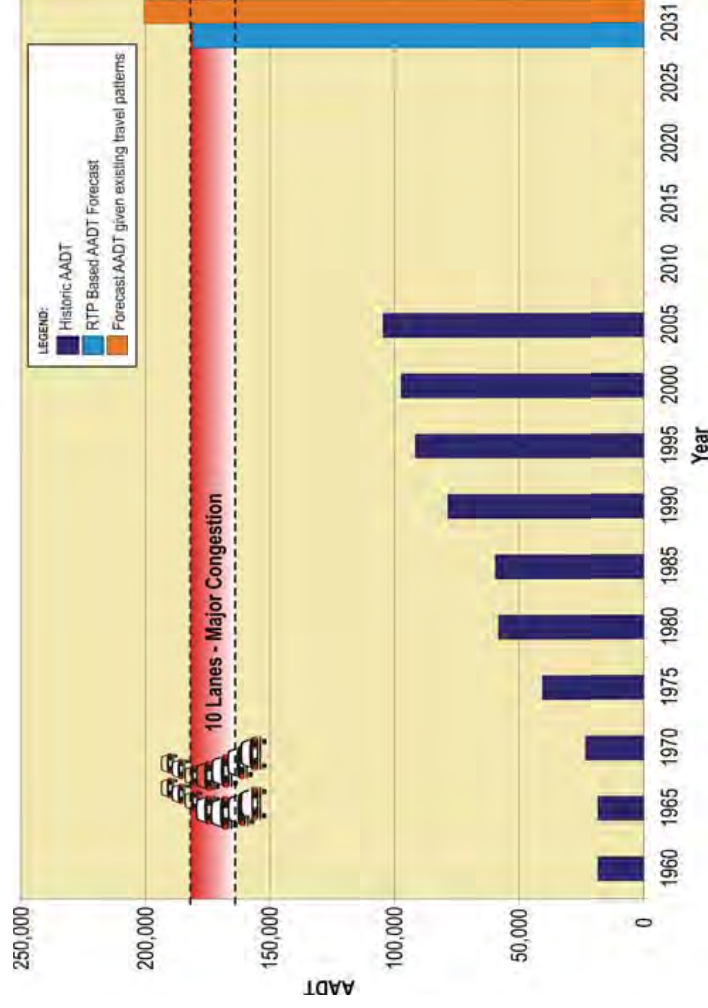


# Transportation Problems Commuters

Highway 401 – West of Hurontario Street



Highway 400 – North of Highway 407



*Highway 401 will be over capacity through Peel Region after consideration of Metrolinx 25 year plan and widening Highway 401 to 12 lanes + HOV west of Hurontario Street. Similar congestion levels anticipated on Highway 400 north of Highway 407 in York Region.*

# Transportation Problems Goods Movement

*Practically all goods are moved at least once via road system on a truck.*



•Consumer Goods



•Bulk Goods  
•Containers



•Bulk Goods  
•Containers



•Machinery  
•Manufactured Goods



# Transportation Problems Goods Movement

## Truck

- Delays during rush hours and delays resulting from incidents
  - Collisions, weather, construction, maintenance
- Insufficient road and inter-modal connections
- Infiltration of local communities by inter-regional trucking

## Rail

- Few railway connections between growth areas
- Operationally constrained in specific areas

## Marine

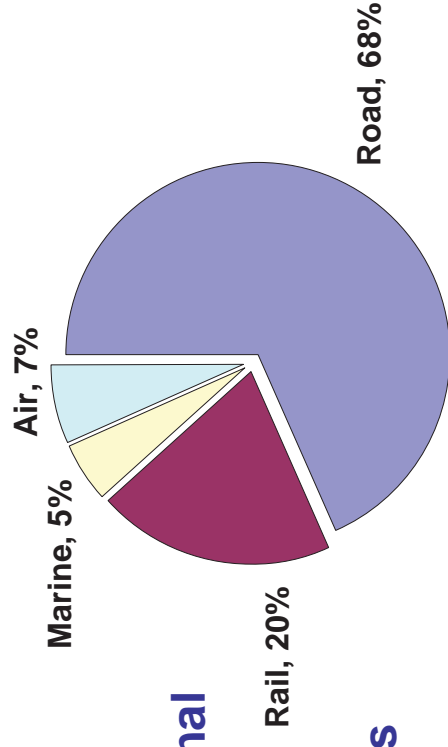
- St. Lawrence Seaway System cannot accommodate large ocean vessels
- Inadequate connections between ports and the inter-regional road system
- Limited shipping season

## Air

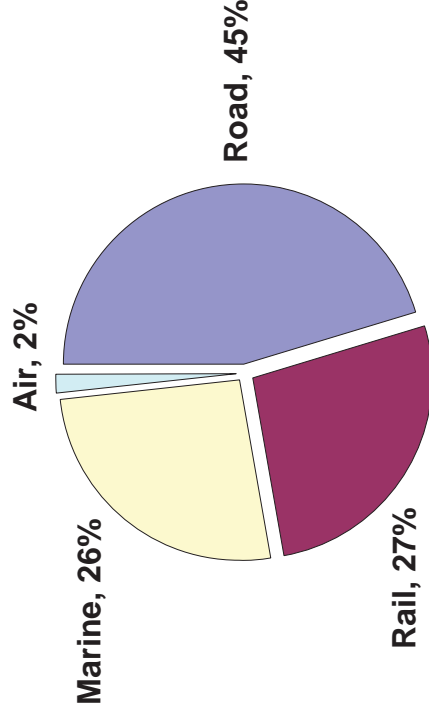
- Limited capacity
- Limited multi-modal connections to airports

## Goods Movement by Mode

2007 Mode Distribution of Canada-US Trade by Value\*



2004 Mode Distribution of Canada-US Trade by Tonnage\*

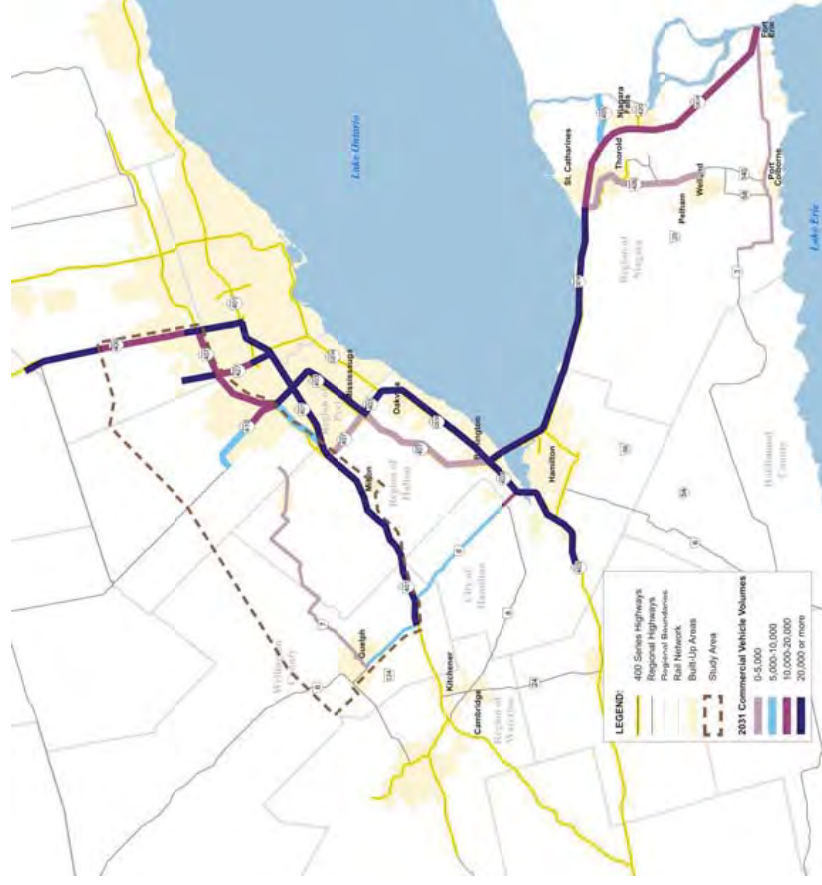


\* Excludes goods shipped by pipeline and other modes

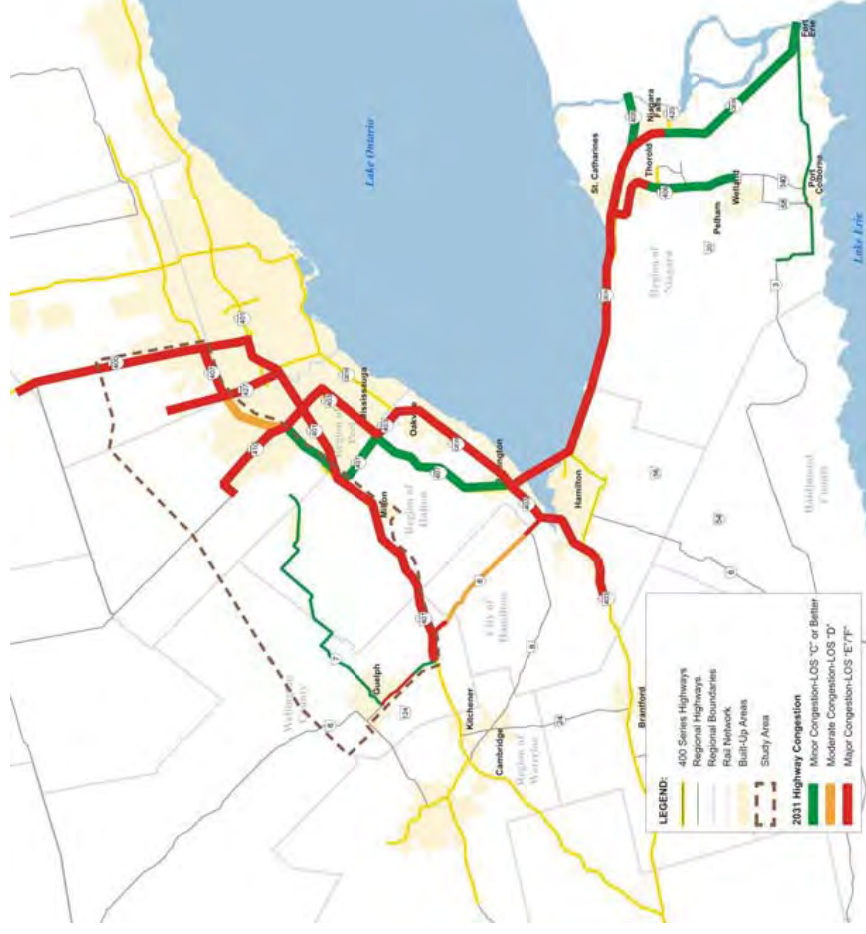
# Transportation Problems Goods Movement - Truck

*By 2031, truck volumes will have increased substantially on all major freeways in the study area, travelling on more congested highway system.*

## 2031 Commercial Vehicle Volume



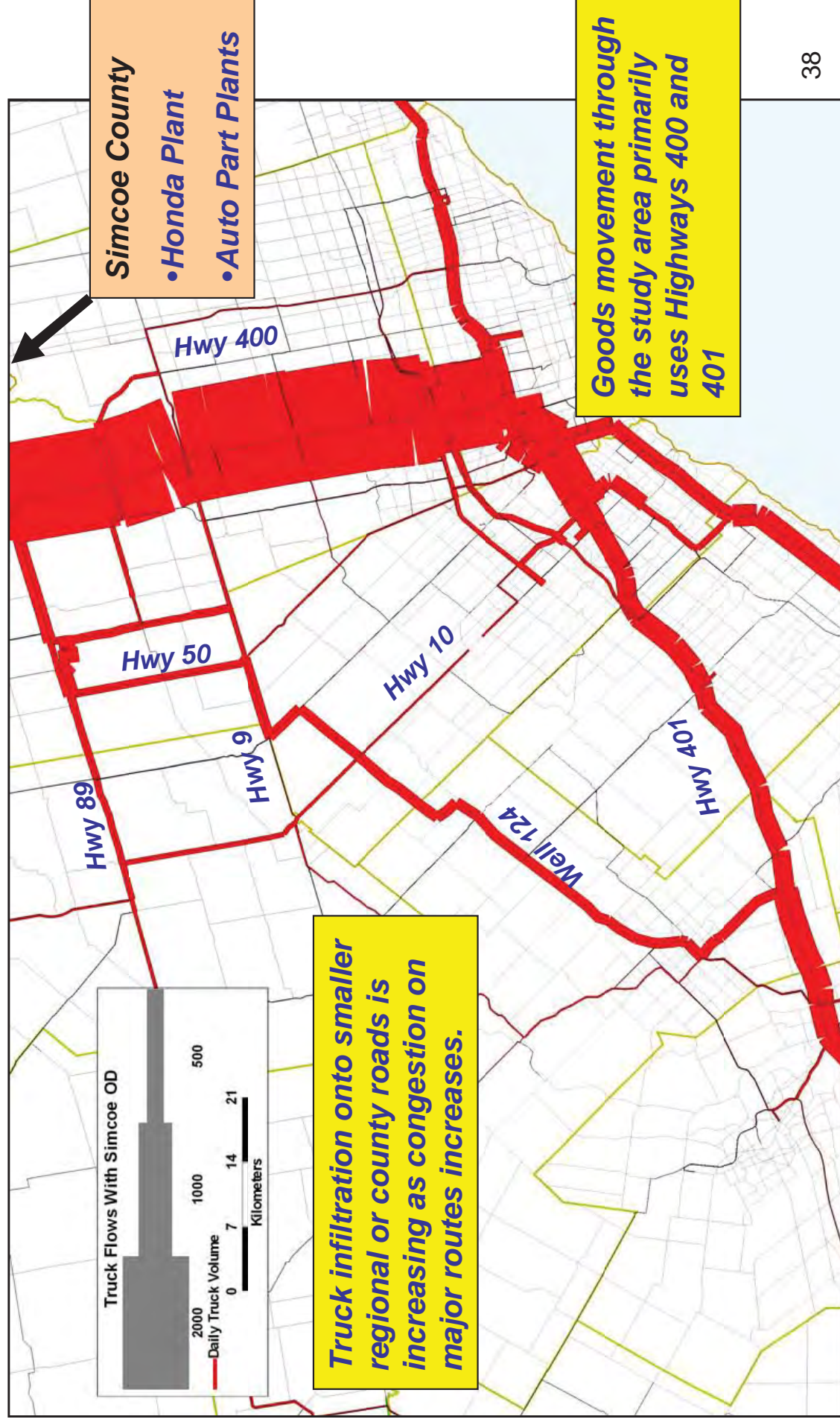
## 2031 Future Highway Congestion





# Transportation Problems Goods Movement - Truck Infiltration

Representative Daily (2002) Truck Trips To and From Simcoe County

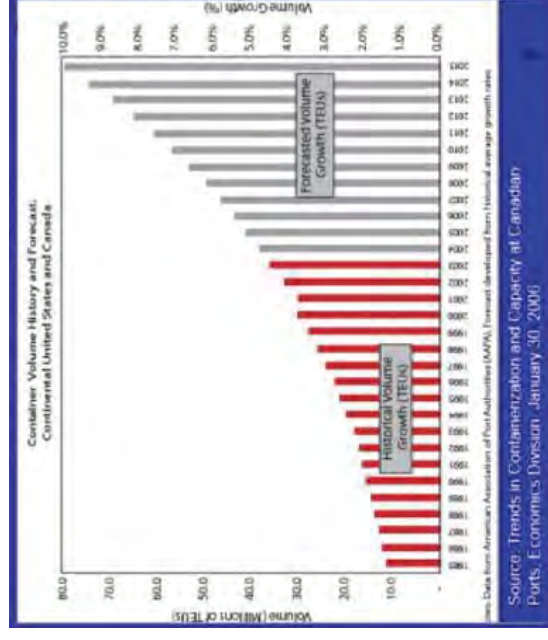
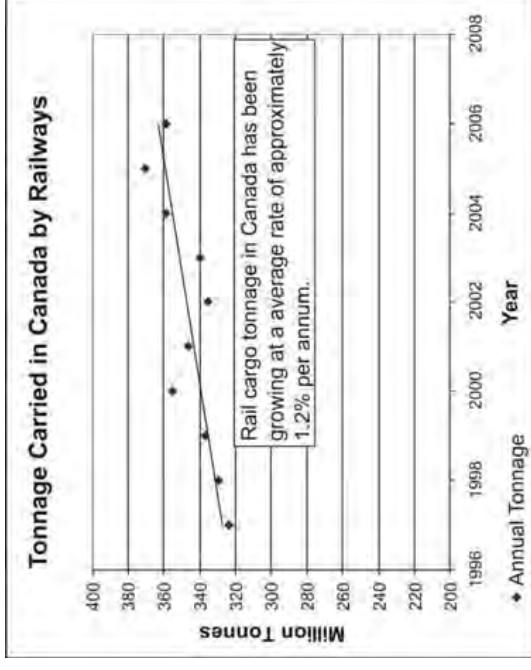




## Transportation Problems Goods Movement - Rail

- Rail inter-modal traffic averaging annual growth of 4.9% over the last 10 years
- Growth was driven by marine imports to major west and east coast ports.

### Southern Ontario Rail Network

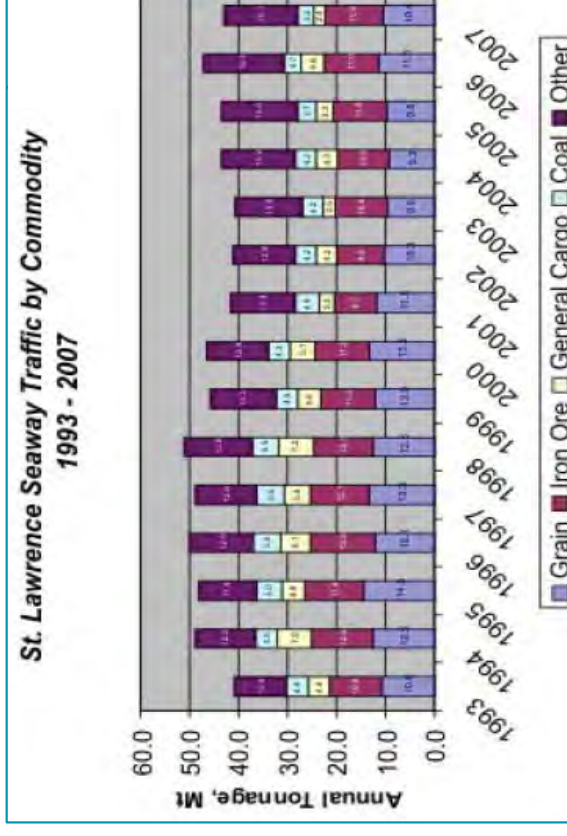




## Transportation Problems Goods Movement – Marine and Air

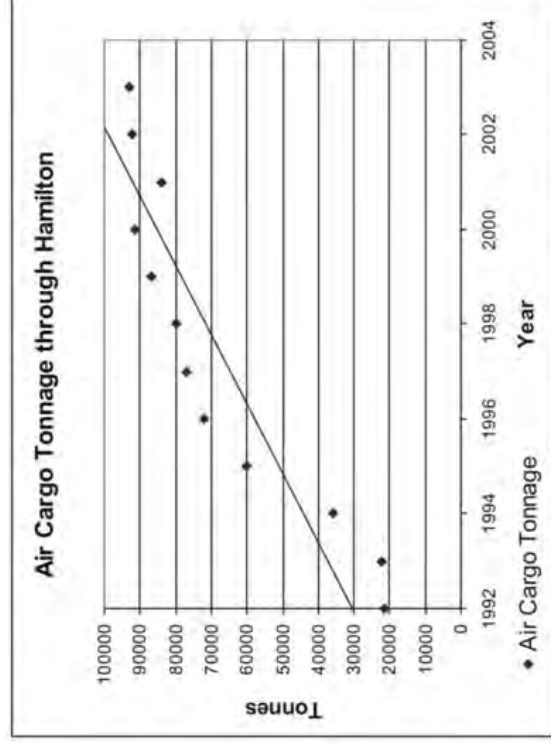
### Marine

- Tonnage carried on the St. Lawrence Seaway relatively stable over last 15 years
- Ports influencing the study area:
  - Port of Hamilton
  - Port of Toronto
- Of the Canadian Port Authorities, Hamilton is ranked the 8<sup>th</sup> busiest handling domestic and international traffic



### Air

- Major Airports
  - John C. Munroe International Airport
  - Lester B. Pearson International Airport
- Hamilton air cargo volume increased four fold between 1992 and 2003



- **Population and employment growth identified in *Places to Grow* will result in the increased movement of goods.**
- **Historical trends indicate a general increase in goods movement by road, rail and air.**
- **Discussions with Transportation Service Providers indicate that rail, marine and air have the capacity to absorb increased goods movement.**
- **Trucks will continue to play a major role in the transportation of goods.**

## Transportation Problems Tourism and Recreation

### Road System

- Congestion delays during peak tourist/recreation travel periods
- A lack of multi-modal connections between tourist gateways and key tourist/recreational destinations
- Conflicts between truck and tourist/recreational traffic during peak tourist periods



### Transit System

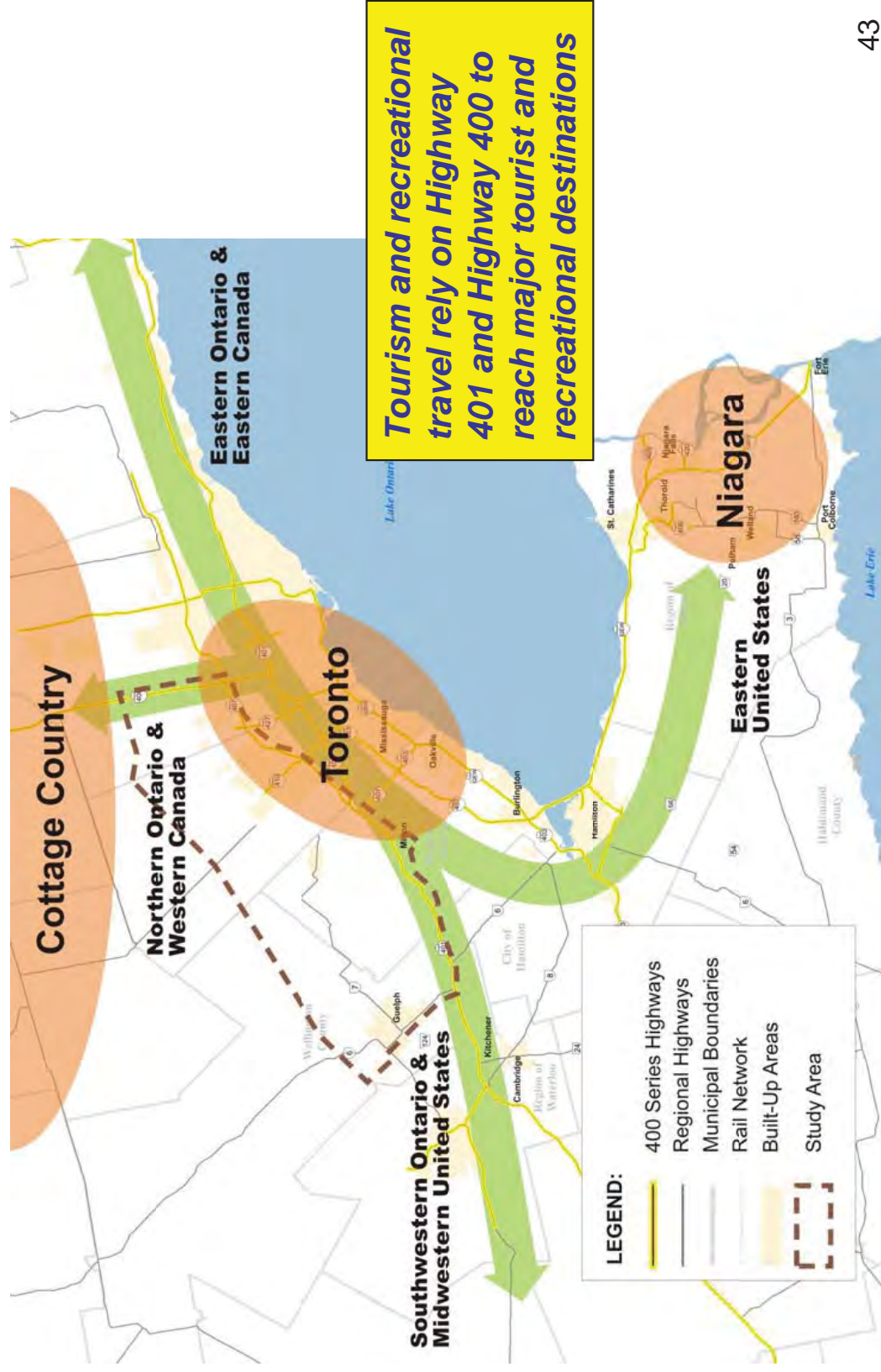
- Public transit schedules cater to commuters rather than tourists
- Limited multi-modal connections to key tourist/recreational destinations





## Transportation Problems Tourism and Recreation

### Major Tourist and Recreational Destinations

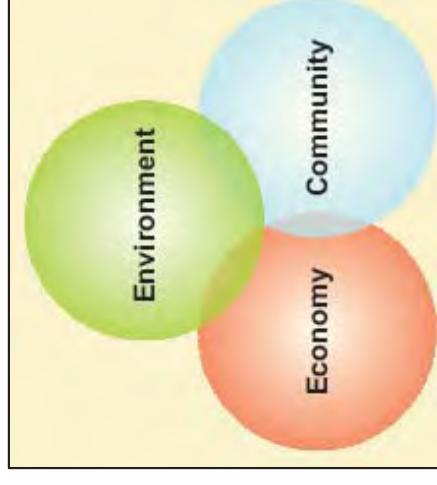




## Transportation Problems & Opportunities

### *Transportation Opportunities*

- Opportunities are found where improvements or enhancement to the transportation system allow for the enhancement or protection of the environment, economy and/or community
- Opportunities go beyond addressing the specific transportation problems and are intended to create:
  - Compact, vibrant and complete community
  - A prosperous and competitive economy
  - A protected environment



- The decisions we make in developing a multi modal transportation infrastructure solutions will influence the broader community, economy and environment



# **GTA West Corridor Environmental Assessment**

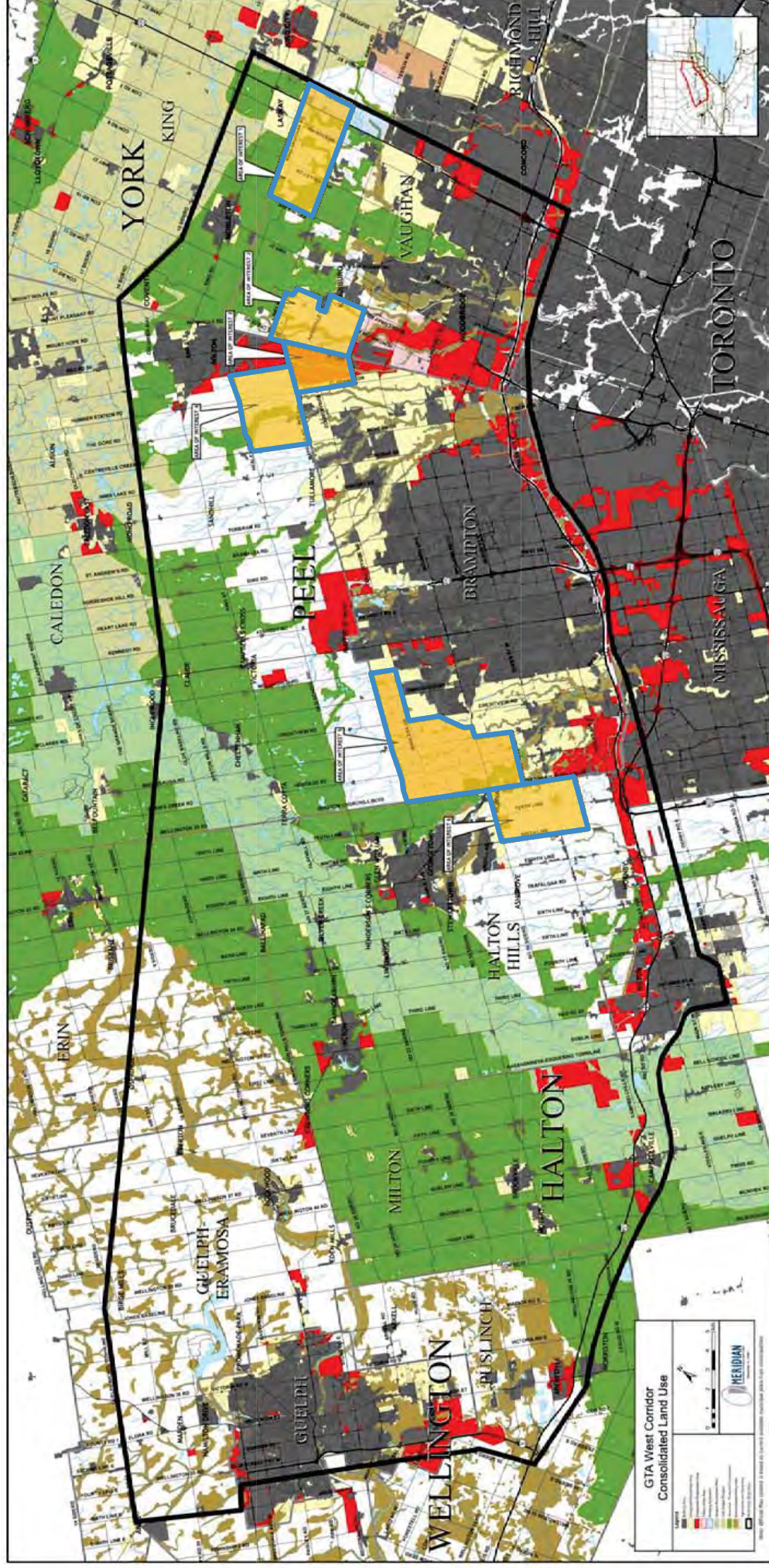
- **Project Goals and Objectives**
  - **Existing Conditions**
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- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**

## **Current Initiatives**

- **Fast-paced land development in certain areas in Peel and York has potential to significantly reduce opportunities for transportation corridors**
- **MTO is working with MMAH, MEI and municipalities to explore strategies to retain corridor opportunities**



# Corridor Planning and Protection





## Corridor Planning and Protection

### Challenge

- Uphold integrity of the planning and EA process
- Be effective – address immediate local planning needs and development pressures

### Land Use Control Tools and Options Reviewed

- Municipal Tools
  - OP designation
  - Interim Control By-law
  - Holding Provision By-law
- Provincial Tools
  - Corridor Designation
  - Plan created by statute
  - Minister’s Zoning Order
  - Plan review & approval process

“Areas of Interest” identified in the Preliminary Study Area

- Individual workshops being arranged with affected municipalities to refine

## **Corridor Planning and Protection**

- **Continue to work with municipalities to identify and refine strategic, critical locations – “areas of interest”**
- **Province requests early notification of potentially affected development applications**
- **Review applications to determine applying various land use control tools on a case by case basis**



# GTA West Corridor Environmental Assessment

- Project Goals and Objectives
  - Existing Conditions
- Predicting Future Transportation Conditions
- Transportation Problems and Opportunities
  - Corridor Planning and Protection
- Upcoming Consultation / Next Steps

## Upcoming Consultation

<b>Council and Committee Presentations</b>	<b>February / March 2009</b>
<b>Advisory Group Meetings</b>	<b>February 2009</b>
<b>First Nations Discussions</b>	<b>Ongoing</b>
<b>Public Information Centre</b> <ul style="list-style-type: none"> <li>• Guelph</li> <li>• Caledon</li> <li>• Brampton</li> <li>• Georgetown</li> <li>• Woodbridge</li> </ul>	<b>March 2009</b>
<b>Release of Draft Problems &amp; Opportunities Working Paper</b>	<b>May 2009</b>



## Next Steps

### *To Follow Consultation*

- **Consider input and respond to questions and comments received**
- **Development and evaluation of transportation system alternatives**
- **Further discussions to identify land protection strategies**

## Next Steps

### *Municipal Input is Important*

- Land Use Designation
- Population & Employment Projections
- Ongoing Transportation Studies
- Arterial and Transit Network Program
- Pending Development Applications
- Input on Draft Overview Reports



# GROUP DISCUSSION



# Transportation Problems

## Goods Movement – Intermodal Characteristics

### Goods Movement Intermodal Characteristics





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## NOTES OF MUNICIPAL ADVISORY GROUP MEETING #2

**PROJECT:** GTA West Corridor Environmental Assessment  
**MEETING NO:** Municipal Advisory Group Meeting #2  
**FILE NO.:** 06-3184  
**DATE:** February 3, 2009 **TIME:** 1:30 p.m.  
**PLACE:** Meeting Rooms 1 – 4, Pearson Convention Center, Brampton, ON  
**PRESENT:** Municipalities

Tom Apparao	Region of Peel
Murray McLeod	Region of Peel
Nick Tunnacliffe	Region of Peel
Chris Duyvestyn	City of Brampton
Henrik Zbogar	City of Brampton
Todd Salter	Town of Caledon
Qamar Khan	City of Mississauga
Steve Mota	York Region
Wayne McEachern	City of Vaughan
Stephen Kitchen	Township of King
Melissa Green	Halton Region
Jeff Reid	Halton Region
Chris Mills	Town of Halton Hills
Bruce MacLean	Town of Halton Hills
Stephanie Jarvis	Town of Milton
Gord Ough	Wellington County
Gary Cousins	Wellington County
Sally Stull	Town of Erin
Bob Wheildon	Town of Puslinch
Geoffrey Keyworth	Region of Waterloo

**Public Observers**

Norah Chaloner	City of Guelph
Dr. Hugh Whiteley	City of Guelph

**MTO**

Jin Wang	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning
Antonio Di Sabatino	MTO
Trevor Greenman	MTO

**Consultant Joint Venture**

**(CJV)**

Karin Wall	AECOM
Steve Jacobs	URS
Jack Thompson	McCormick Rankin Corporation

	Jim Dymont Catherine Christiani	Meridian Planning Ecoplans Limited
<b>APOLOGIES:</b>	<b><u>Municipalities</u></b> Rajan Philips Gwen Zhang Janice Given Kant Chawla Eric Chan Ken Elder Denis Kelly	City of Guelph City of Guelph City of Brampton City of Brampton Region of Peel Township of Centre Wellington York Region
<b>PURPOSE:</b>	The purpose of Municipal Advisory Group (MAG) Meeting #2 is to provide an update on the EA study progress and to discuss transportation problems and opportunities.	

<b>ITEM</b>	<b>PROCEEDINGS:</b>	<b>ACTION BY:</b>
<b>1.0</b>	<b>Welcome and Introductions</b>	
1.1	S. Jacobs welcomed everyone to the meeting and introduced the project team and presenters. Attendees introduced themselves.	
1.2	The meeting agenda was reviewed. Attendees were encouraged to hold questions and comments until after the project team presentation.	
<b>2.0</b>	<b>Project Team Presentation</b>	
2.1	S. Jacobs, J. Wang, K. Wall and J. Thompson presented an overview of the EA study purpose and progress, reviewed existing conditions, discussed how future transportation conditions were predicted, reviewed the transportation context, problems and opportunities, corridor planning and protection, upcoming consultation activities and the study's next steps.	
<b>3.0</b>	<b>Group Discussion</b>	
3.1	S. Jacobs facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:	
<b>3.2</b>	<b>Issues of Clarification</b>	
3.2.1	There was a question regarding whether the GTA West Corridor's terminus points would be determined by the end of EA Stage 2. It was clarified by MTO that possible corridor connections would be determined by the end of EA Stage 1, by Spring 2010.	
3.2.2	There was a question regarding whether the project team would be looking at possible north/south connections, in addition to east/west connections. It was acknowledged by the project team that this would occur.	
3.2.3	A question was raised as to whether the study is addressing/considering the effect of and linkages to nearby corridors, such as the Niagara to GTA Corridor or the US trade corridors, since the GTA West Corridor is a part of a larger economic system. It was noted that the study area is being looked at in a broader context. Economic forces and goods movement data were looked at in the same context for both GTA West and Niagara to GTA studies.	

**ITEM PROCEEDINGS:**

**ACTION BY:**

- Connections with the Niagara to GTA Corridor have not been looked at at this stage. While it was noted that there is a high level of coordination between the two studies, the purpose of each study is intended to address the transportation problems and needs specific to each corridor.
- 3.2.4 There was a question regarding whether the implementation of the GTA West Corridor would alleviate the highway congestion predicted for 2031. The project team noted that something will need to be done in order to ease the congestion levels anticipated for 2031. The first step is to identify the transportation problems in the area so that work on solutions can be focused on where they are needed the most.
- 3.2.5 A question was raised as to how and when a possible linkage between the GTA West Corridor and Niagara to GTA Corridor would be addressed. MTO noted that both projects have been using similar processes, schedules and baseline data for modeling, which would allow the consideration and coordination of possible linkages between the two corridors. Upon completing EA Stage 1, it is possible that future transportation facilities alternatives within these areas could have direct connections.
- 3.2.6 It was acknowledged that the Growth Plan for the Greater Golden Horseshoe was the basis for the initiation of the GTA West Corridor study. A question was raised as to how much growth levels north and west of the Greater Golden Horseshoe have been taken into account. The project team clarified that areas outside the GGH have been considered as gateways and data has been incorporated into the modelling work. The team has tried to be as comprehensive as possible.
- 3.3 Existing Conditions and Constraints**
- 3.3.1 There was no discussion or questions raised under this topic.
- 3.4 Transportation Corridor Protection**
- 3.4.1 There was a suggestion that MTO send formal letters to senior management in study area municipalities and request that they receive early notification of development applications of interest. MTO acknowledged that a letter has been planned to be sent by the Director of Transportation Planning of MTO, under the Planning Act, requesting that municipalities circulate specific categories of development applications to MTO for review.
- 3.4.2 The Region of Peel indicated that they are in the process of writing policy to designate and protect potential corridor lands and would like to arrange a meeting with MTO to discuss. MTO indicated that the project team is planning to hold municipal workshops throughout February/March 2009 in order to discuss in detail corridor protection issues, review areas of interest identified by the project team, and discuss opportunities to refine these areas and any additional areas known by municipalities. It was requested that this item be held and discussed in more detail at the end of the meeting. See 3.8.2.
- 3.4.3 A further explanation of the Provincial Land Use Control Tools available to MTO was requested. MTO clarified that the Province can identify and protect a corridor via two means: through the environmental assessment process or by a provincial plan through enacting special legislation, an example of which is the Parkway Belt West Plan.
- 3.4.4 A question was raised regarding the earliest time that the study will determine

**PT**

**ITEM PROCEEDINGS:**

**ACTION BY:**

the preferred alignment. It was clarified that this will occur at the end of EA Stage 2.

- 3.4.5 A question was raised regarding how the Province would support municipalities if corridor lands that they have designated are challenged. MTO indicated that the Province's support would be dependant upon where the study is in the EA process.

- 3.4.6 It was requested by the project team that additional matters related to corridor protection be deferred and discussed at the proposed municipal workshops. See 3.8.2.

**3.5 Future Commuter Problems**

- 3.5.1 The Region of Waterloo raised the issue of future transit travel times. The modelling has assumed an aggressive shift towards transit use however the transit travel times predicted for 2031 still aren't competitive with the predicted auto travel times. Transit is the first priority outlined in the Growth Plan thus the model should take into account ideal transit times and quantify the amount of investment needed to achieve this. The project team noted the comment and clarified that the transit travel times shown include the amount of time it takes to wait for the arrival of a connecting bus/train. It was acknowledged that the modelling has shown that Metrolinx investments won't solve all transportation issues. The project team encouraged the representative from the Region to submit written comments on the subject.

**REGION OF  
WATERLOO**

- 3.5.2 It was suggested that a sensitivity analysis be performed that considers advancing a potential GTA West Corridor prior to other planned corridor improvements. The project team acknowledged this suggestion and will look into it at a later stage.

**PT**

**3.6 Future Goods Movement Problems**

- 3.6.1 Slide 39 was commended as an effective graphic that displays the lack of a reliable connection between Simcoe County and Highway 401. A graphic that displays this relationship between Guelph and the Highway 401 would be useful. The project team explained that the graphics used in the presentation are only a sample of the overall graphics produced. Further graphic examples from other municipalities and locations in the study area will be enclosed in the Problems and Opportunities Report to be released in May 2009.

**PT**

- 3.6.2 The group was informed that the Southern Ontario Gateway Council has flagged the interchange of Highways 400 and 401 as a problem. The GTA West Corridor could be an important strategic alternative to the unpredictable flow in that area.

**3.7 Future Tourism and Recreation Problems**

- 3.7.1 The project team noted that tourism specialists have been consulted for applicable study area data, however the amount of data the team has on this subject matter is still limited. Any information that municipalities could make available would be appreciated.

**MAG**

**3.8 Consultation and Next Steps**

- 3.8.1 MTO provided the group with the upcoming PIC #2 dates:

**PT**



**ITEM PROCEEDINGS:**

**ACTION BY:**

- Guelph PIC – March 4, 2009
- Caledon PIC – March 5, 2009
- Georgetown PIC – March 9, 2009
- Woodbridge PIC – March 11, 2009
- Brampton PIC – March 12, 2009

Further details about the PICs (ie. venue and times) will be provided to the municipalities via email. *Note: Municipalities were provided with all PIC details via email on February 13, 2009.*

- 3.8.2 MTO reintroduced the topic of holding municipal workshops to discuss corridor protection issues. Municipal attendees were asked to review the Proposed Municipal Workshop Attendees List drafted by the project team and to indicate additional personnel whom should be invited or personnel whom should be omitted from these meetings. This information was collected at the end of the session.

**4.0 Other Business**

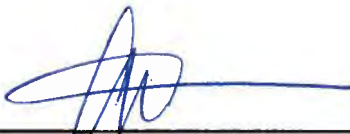
- 4.1 It was requested that a copy of the slide presentation be distributed to the municipalities. *Note: Following the meeting a PDF copy of the presentation was posted on the project website, [www.gta-west.com](http://www.gta-west.com).*

**PT**

**The meeting adjourned at 4:00 p.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*

Minutes Prepared by:  
**Ecoplans Limited**



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Catherine Christiani

cc: Attendees  
Project Team Members  
Municipal Advisory Group Contact List

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**APPENDIX M  
REGULATORY AGENCY ADVISORY GROUP  
MEETING #2 PRESENTATION AND  
SUMMARY NOTES**

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**GTA West**



# **GTA West Corridor Environmental Assessment**

**Regulatory Agency Advisory Group  
Meeting # 2**

**February 12, 2009**



**McCORMICK  
RANKIN  
CORPORATION**



**AECOM**



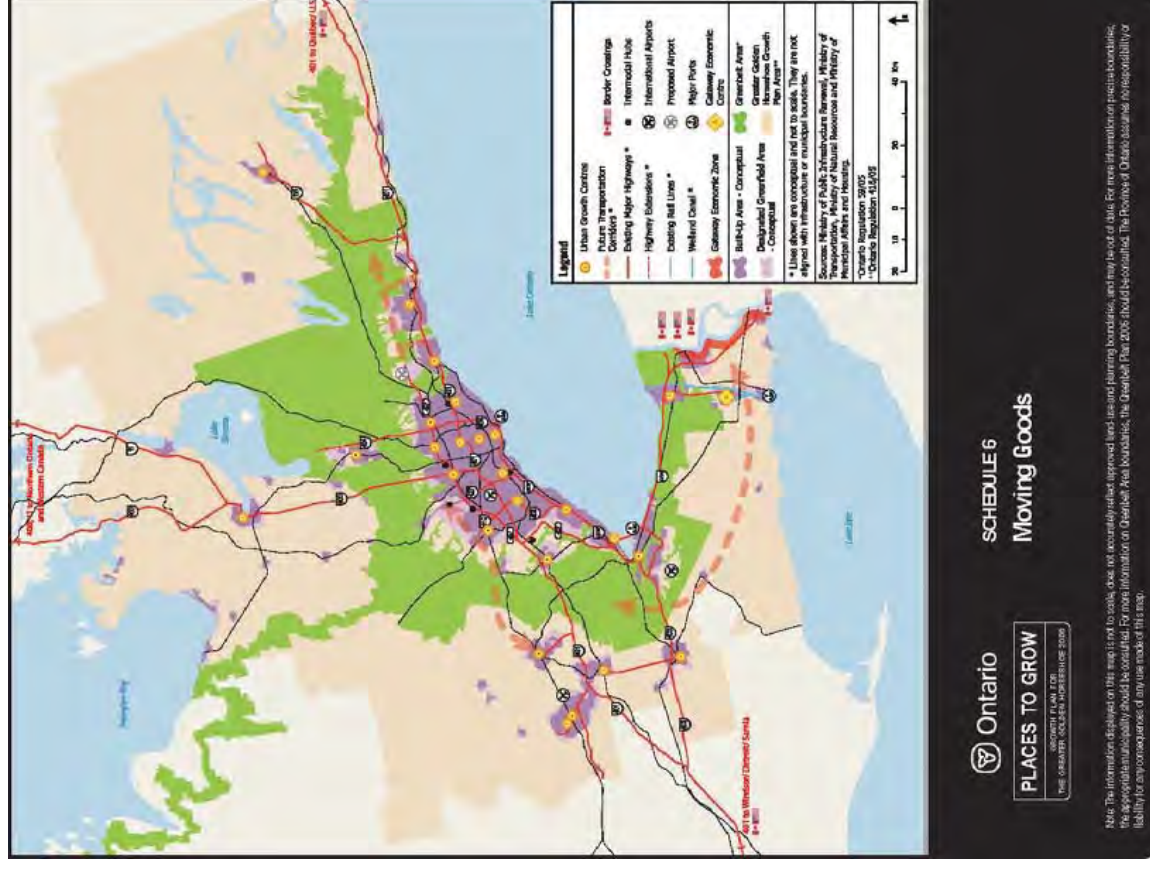
## Meeting Purpose

- Study Purpose
- Update on Study Progress & Process
- Project Goals & Objectives
- Existing Conditions
- Predicting Future Transportation Conditions
- Transportation Context, Problems and Opportunities
- Upcoming Consultation
- Next Steps

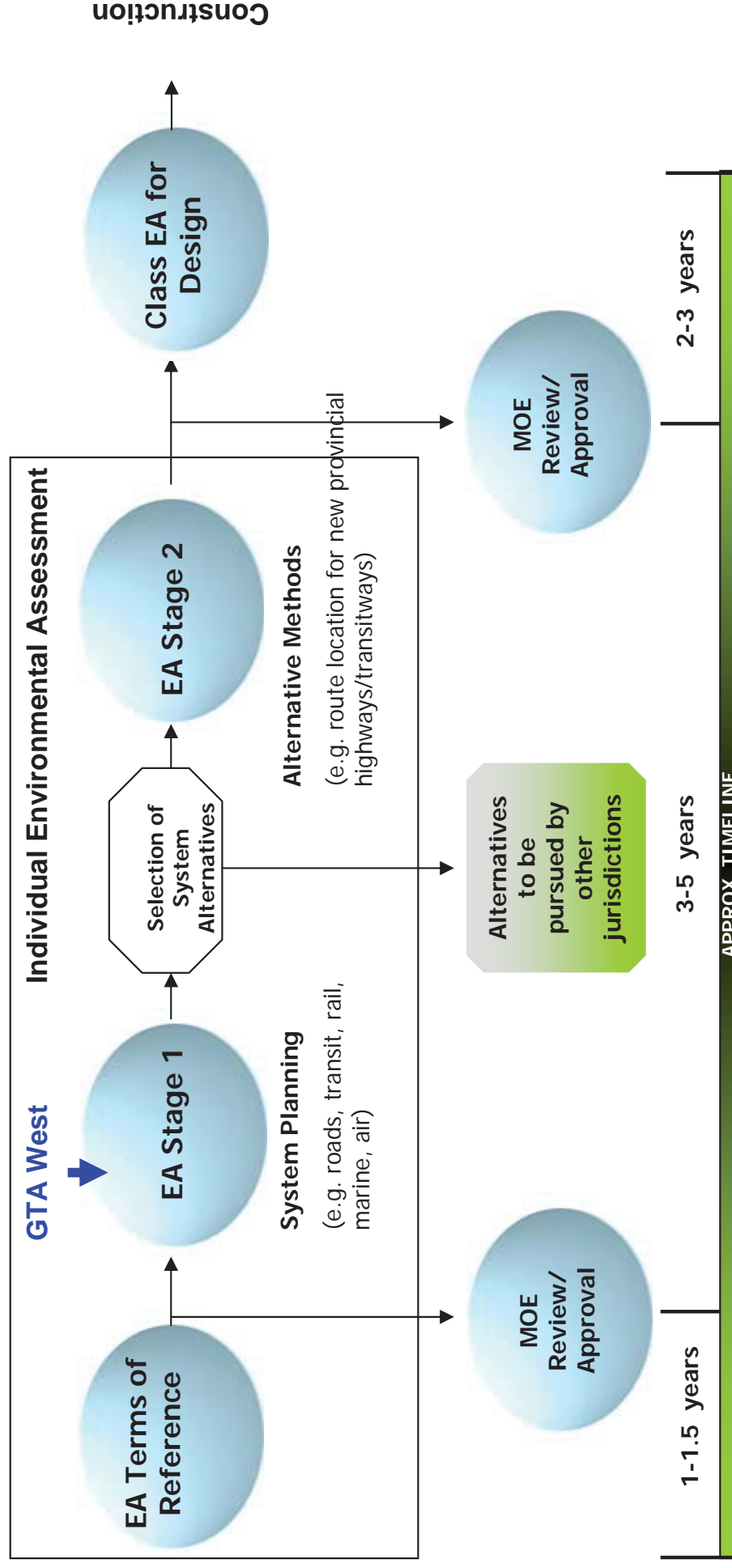




- To support the policy direction of the Growth Plan, MTO launched the GTA West Planning and EA Study to:
  - Examine long-term transportation problems and opportunities, and
  - Consider alternatives to provide better linkages to *Urban Growth Centres* within the GTA West Corridor



# EA Study Process



## EA Study Stage 1

- Determine Transportation Problems and Opportunities (PIC #2 March 2009)
  - Identify and quantify the need for transportation improvements
- Develop a Transportation Development Strategy (PIC #3 Fall 2009)
  - Evaluate and select **Transportation Planning Alternatives**
- Preliminary Planning Roadway, if new provincial highways / transitways are recommended (PIC #4 Spring 2010)
  - Identify general corridors / study areas for new facilities



## EA Study Stage 2

- Generate, evaluate and select the preferred route location
  - **Develop Concept Design (typically at 1:10,000 scale) for the selected route for new provincial highways/transitways**
  - **Identify Right-Of-Way (110m, 170m if alternative includes transitway)**



## Project Goals & Objectives

- Incorporate policies from Growth Plan, Greenbelt Plan, Niagara Escarpment Commission Plan, Provincial Policy Statement, Oak Ridges Moraine Conservation Plan, and upper tier municipal official plans.
- Define specific goals and objectives for preliminary study area. Focusing on:
  - **Movement of People**
  - **Movement of Goods**



## Project Goals & Objectives

### • 10 Goals Identified

Protect our natural environment – resources, features and systems.

Protect our unique and important cultural and heritage resources.

Optimize public investment through wise use and management of existing infrastructure

Support economic links between Regional Nodes, Regional Centres and intermodal facilities.

Support trade through efficient and reliable transportation systems.

Support tourism through multi-modal transportation.

**Environment**

**Economy**

**Community**

Facilitate the development of Urban Growth Centres as defined in the Growth Plan for the Greater Golden Horseshoe

Maintain the character of rural and agricultural communities.

Support municipal land use plans within the GTA West Corridor study area.

Protect for long-term transportation improvements required to support planned growth and connectivity of the Provincial and inter-regional transportation networks.





# **GTA West Corridor Environmental Assessment**

- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**

## *Draft Overview of Environmental Conditions and Constraints Report (July 2008)*

- Features environmental conditions and constraints in the preliminary study area including significant and sensitive features:
  - Natural environment
  - Social environment
  - Cultural environment
  - Economic environment
  - Land use





## Existing Conditions – Environment

# Overview of Environmental Conditions & Constraints (Draft July 2008)

## Designated Policy Areas





## Overview of Environmental Conditions & Constraints (Draft July 2008)

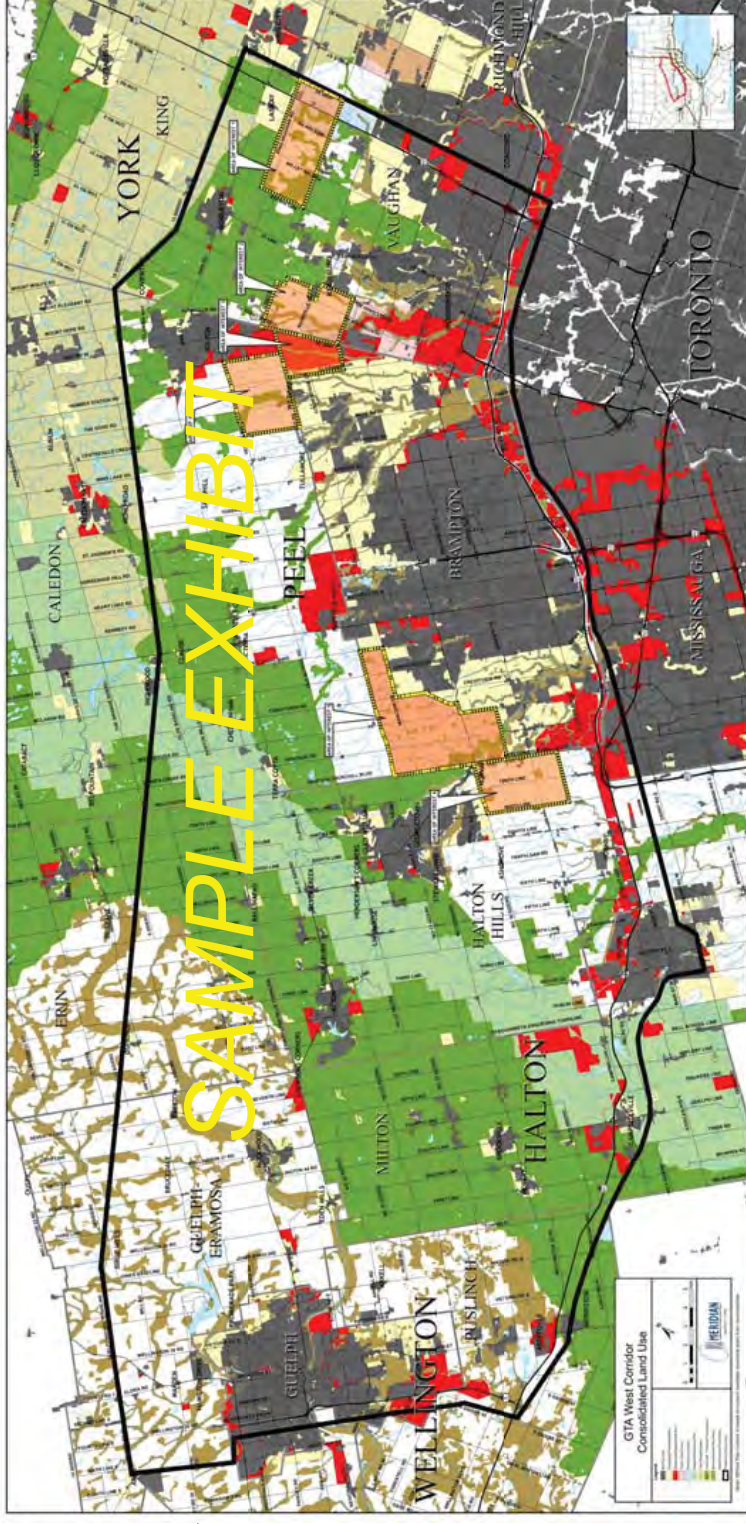
### Agricultural Land Classifications





## Overview of Environmental Conditions & Constraints (Draft July 2008)

### Consolidated Land Use



## Existing Conditions – Environment

- Overview of Environmental Conditions & Constraints (Draft July 2008) - Available Maps
  - Niagara Escarpment, Oak Ridges Moraine, Greenbelt
  - General Quaternary and Bedrock Geology
  - Wellhead Protection Areas
  - Aquatic Resources
  - Species of Conservation
  - Wetlands
  - Wildlife Habitat
  - Wooded Areas
  - Interior and Deep Interior Forest
  - Niagara Parks and Open Space / Type of Areas



## Existing Conditions – Environment

- Overview of Environmental Conditions & Constraints (Draft July 2008) – Available Maps
  - Areas of Natural and Scientific Interest
  - Municipal Land Uses
  - Land Capability for Agriculture
  - Recreation and Trail Maps
  - Pits and Quarries
  - Utility Lines
  - Location Map Bruce to Milton Transmission Reinforcement Project
  - Waste Sites
  - Zone of Archaeological Potential

- *Draft Overview of Transportation & Economic Conditions Report (July 2008)*
- Reviewed existing multi-modal transportation network and travel characteristics

### ROAD



### TRANSIT



### RAIL



### AIR







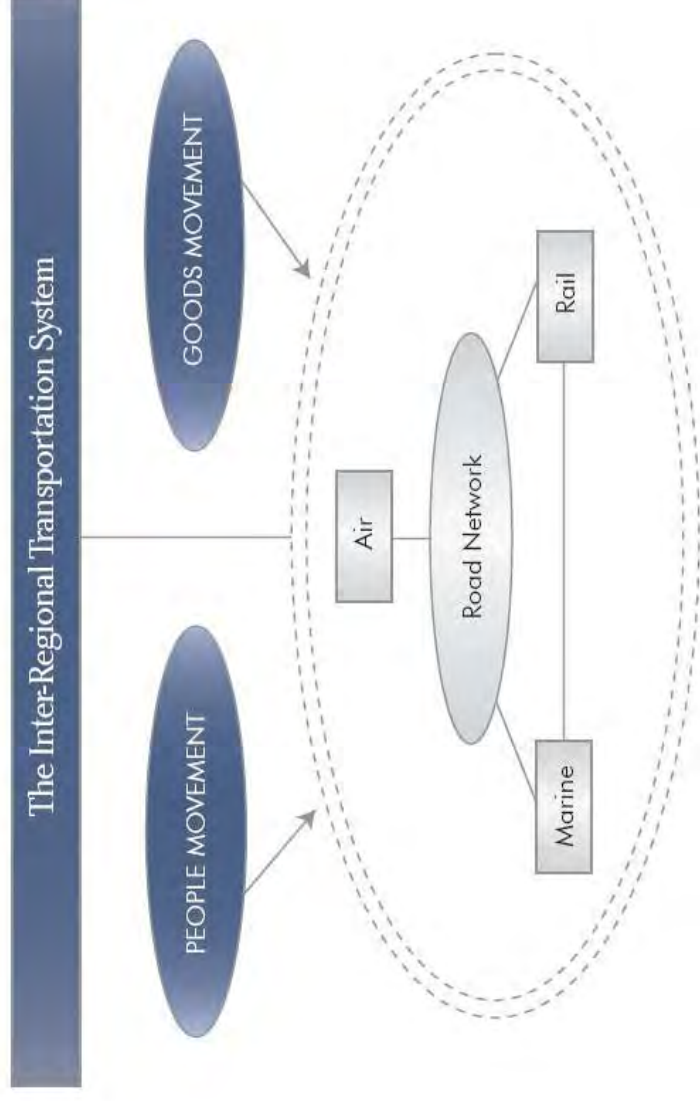
# **GTA West Corridor Environmental Assessment**

- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
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  - **Corridor Planning and Protection**

## Predicting Future Transportation Conditions Inter-Regional Transportation System

### Focus is on:

- Movement of people and goods within and through the study area by all modes.
- An efficient road system allows for the other modes to operate more efficiently.



*Virtually every trip touches the road network.*



## Predicting Future Transportation Conditions Inter-Regional Transportation System

- **Over-arching problem:**
  - Parts of the system at or beyond capacity
  - Future inter-regional transportation demand forecast to exceed capacity
  - Limited integration between local and inter-regional transit services
- **Process of predicting future transportation conditions considers several influences and acknowledges a range of future conditions is possible:**
  - *Policy Influences*
  - *Economic Influences*
  - *Trade / Tourist / Recreation Influences*

## Predicting Future Transportation Conditions

- **Policy Influences Considered:**
  - Growth Plan for Greater Golden Horseshoe
    - **Managing Land Use Growth and Development**
  - Greenbelt Plan
    - **Minimize the impact on environment**
  - Municipal Policies
    - **Shape patterns of demand and mode use**
  - Niagara Escarpment Plan
    - **Balance development, preservation and public use**
  - Metrolinx Regional Transportation Plan
    - **Significant shift to providing transit infrastructure**
  - GO 2020
    - **Future Service Extensions**



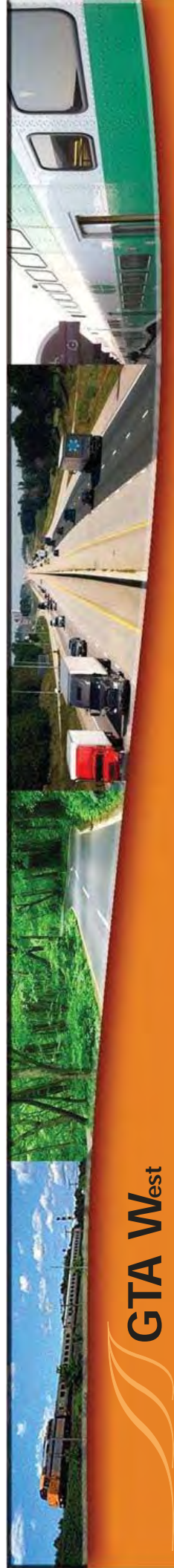
# GTA West

# Predicting Future Transportation Conditions

# Policy Influence: Metrolinx – The Big Move (November 2008)







## Predicting Future Transportation Conditions

### Policy Influence: Metrolinx – The Big Move (November 2008)

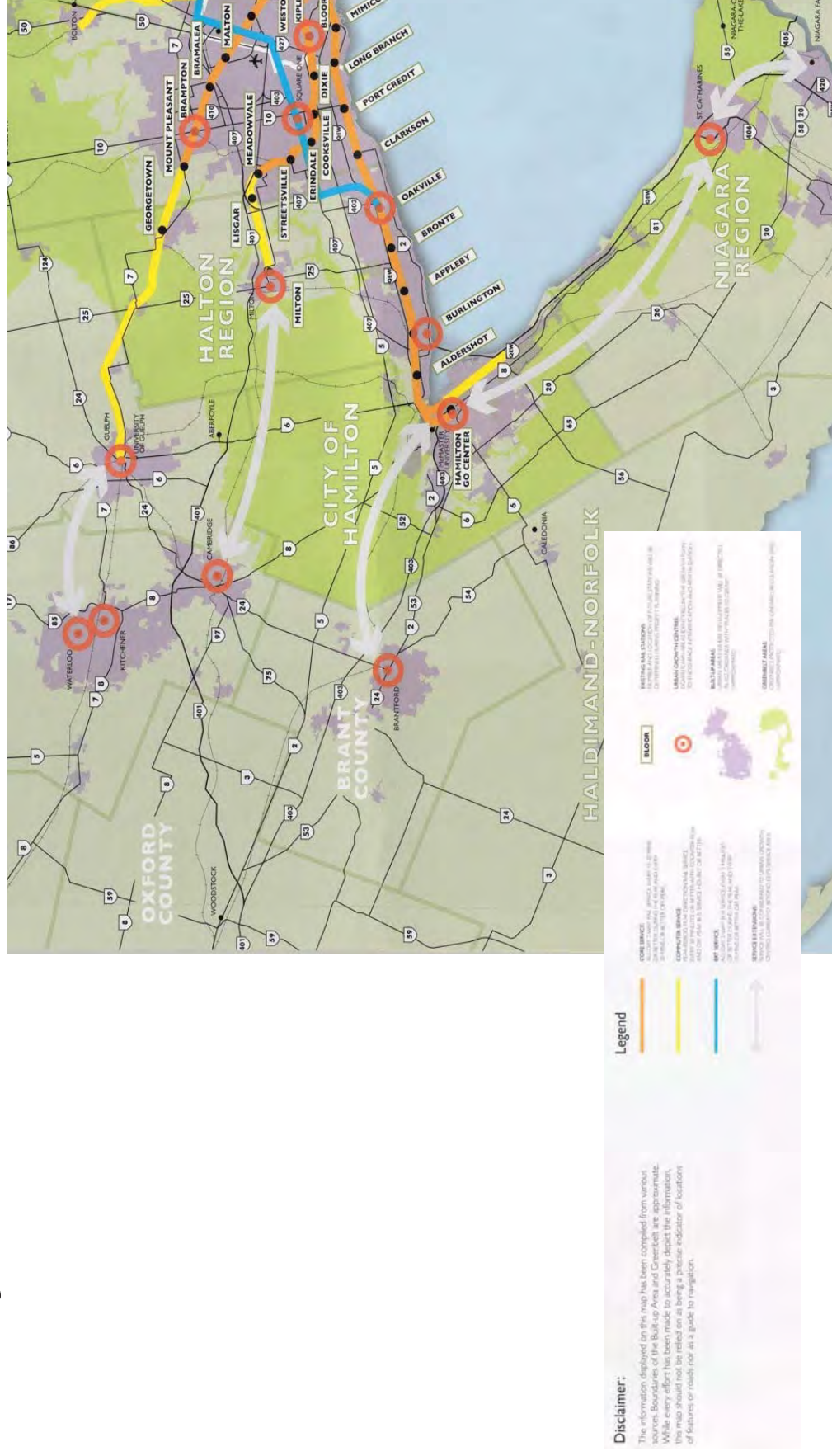
Indicator	2006	2031 Current Trends	2031 RTP Forecast
Transit Mode Split in The Greater Toronto and Hamilton Area	16.5%	16.4%	26.3%
AM Peak Hour Auto Trips in the GTHA	2,068,000	3,206,490	2,603,722

Figures are taken from *The Big Move*, chapter 5 – Looking Forward



# Predicting Future Transportation Conditions

## Policy Influence: GO Transit 2020 Service Plan (December 2008)



## Predicting Future Transportation Conditions

- **Economic Influences**
  - GTAW Employment Sectors
    - Current Employment - Trend
      - **Wholesale/Transportation/Warehouse/Retail/Business**
      - “**More** People – **More** Autos : **More** Goods (Trucks)”
    - Forecast Employment – Growth Plan
      - **Growth in Health/Education/Retail/Business**
      - “**More** People – **More** Local Trips: **More** Transit Use”
  - Ontario’s Economy
    - Export based – US is major trading partner
      - **Currency exchange / strength of other economies / efficient supply chains**



## Predicting Future Transportation Conditions

- **Trade / Tourism / Recreation Influences:**
  - Highway 401, CN Mainline and CP mainline are the primary transportation corridors in the GTAW preliminary study area to serve trade / tourism / recreation trips



## Predicting Future Transportation Conditions

- **Trade / Tourism / Recreation Influences:**
  - *It is expected that trucking will continue to be a dominant mode for goods movement in the future although there is a move towards a balanced goods movement system.*
  - *It is expected that automobiles will continue to be a dominant mode for tourism and recreation travel although there are plans to expand rail passenger service (VIA and Montreal – Windsor High Speed Rail).*



**GTA West**

A vertical collage of four images. From top to bottom: a high-speed train in green and white; a multi-lane highway with several large trucks; a road winding through a dense green forest; and a freight train with a yellow locomotive and several black railcars.

A vertical collage of four images. From top to bottom: a high-speed train in green and white; a multi-lane highway with several large trucks; a road winding through a dense green forest; and a freight train with a yellow locomotive and several black railcars.

- 
- A vertical collage of four images. From top to bottom: a high-speed train in green and white; a multi-lane highway with several large trucks; a road winding through a dense green forest; and a freight train with a yellow locomotive and several black railcars.



## Predicting Future Transportation Conditions

### Model Inputs

- Population/Employment
- Road Network Improvements
  - MTO Highway
  - Regional Roads (TMP)
- Metrolinx 25 year plan
  - Express and Commuter Rail
  - BRT / LRT throughout GTA

### Model Assumptions

- Auto costs increase by 100% and parking costs increase by 50% (in real terms) by 2031
- Transit fares maintained at 2006 levels with fare integration
- Optimized high order transit headways and average operating speeds





## Predicting Future Transportation Conditions

### Model Outputs

#### •Network Assignment

- Auto
- Transit
- Trucks

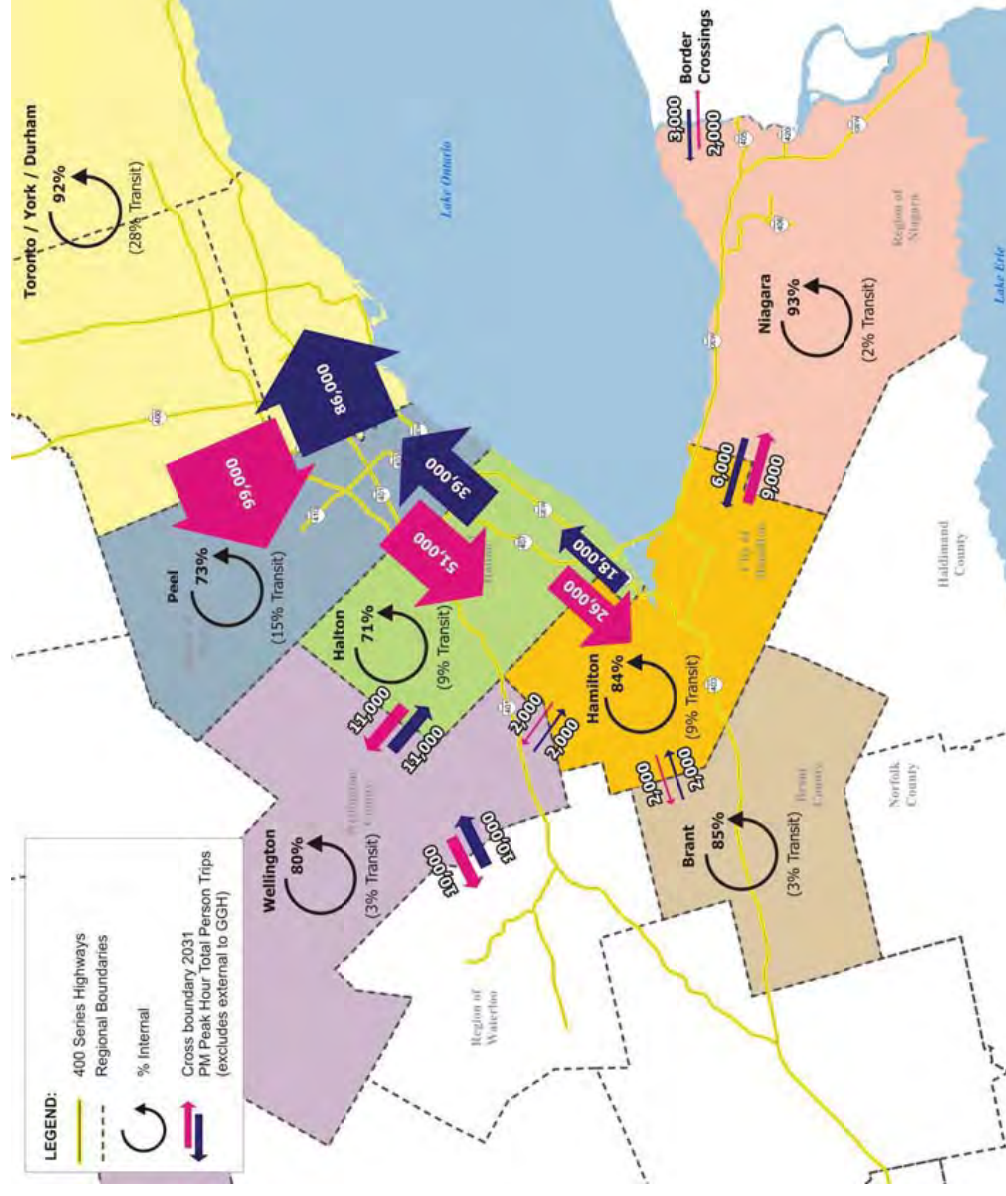
#### •Trip Characteristics

- Self-containment
- Mode Choice
- Inter-regional flows

#### •Transportation System

- Performance
- Travel Time
- Veh/ km travelled

### 2031 PM Peak Hour Inter-Regional Total Person Flows Through The Study Area





# **GTA West Corridor Environmental Assessment**

- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**



## Transportation Problems Commuters

### Transit System

- Limited community to community (inter-regional) transit service
- Limited integration between local and interregional transit
- Conflicts with freight for use of rail capacity



### Road System

- Recurring congestion during commuter peak travel periods
- Increased and unpredictable travel times from congestion and incidents
  - *Collisions, Weather, Maintenance, Construction*
- Inefficient road connections between Urban Growth Centres

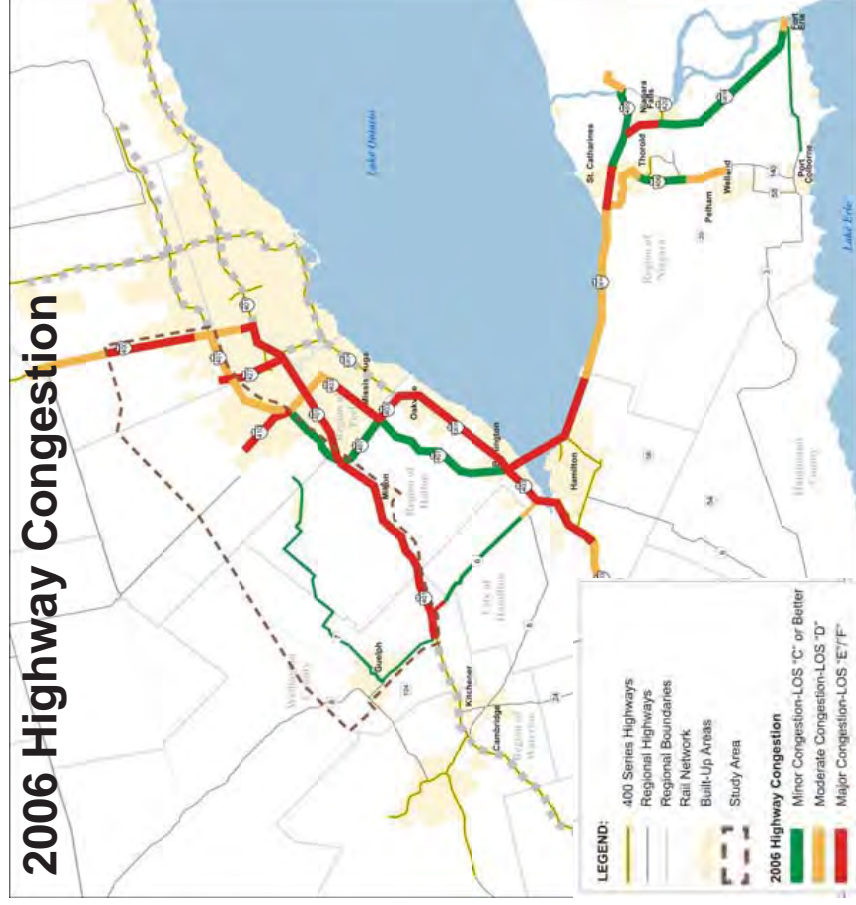


## Transportation Problems Commuters

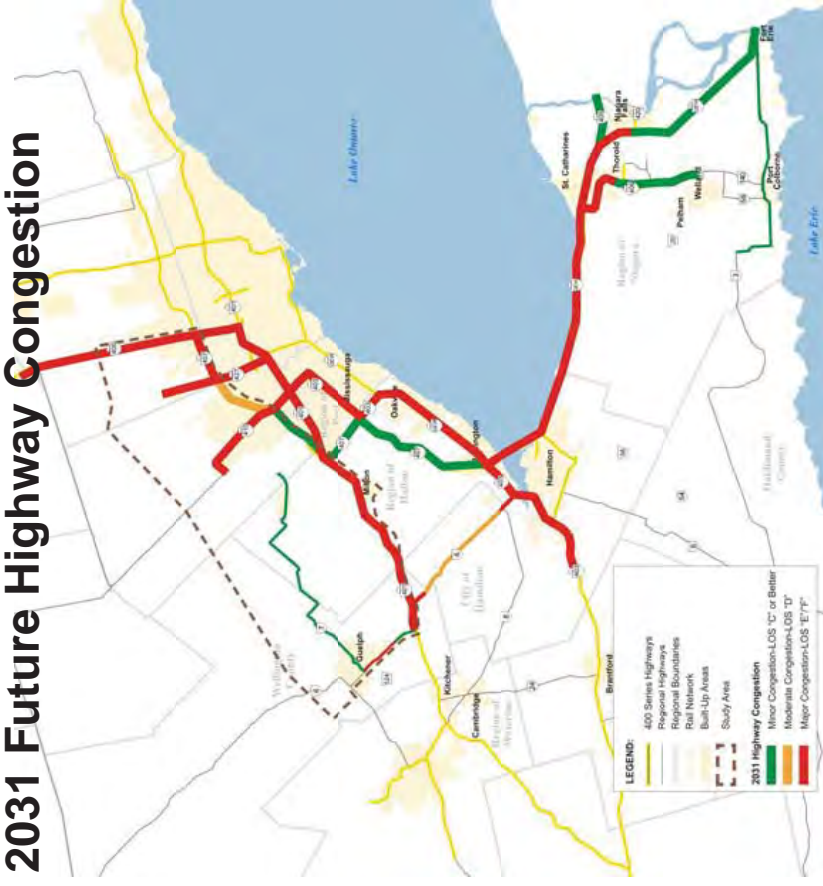
*By 2031, traffic volumes on Highway 401, 400, 427 and 410 are all forecast to increase substantially. Notwithstanding Metrolinx 25 year plan and committed highway improvements:*

- *the increase in traffic volume will further increase road congestion in the GTA West Corridor*

### 2006 Highway Congestion



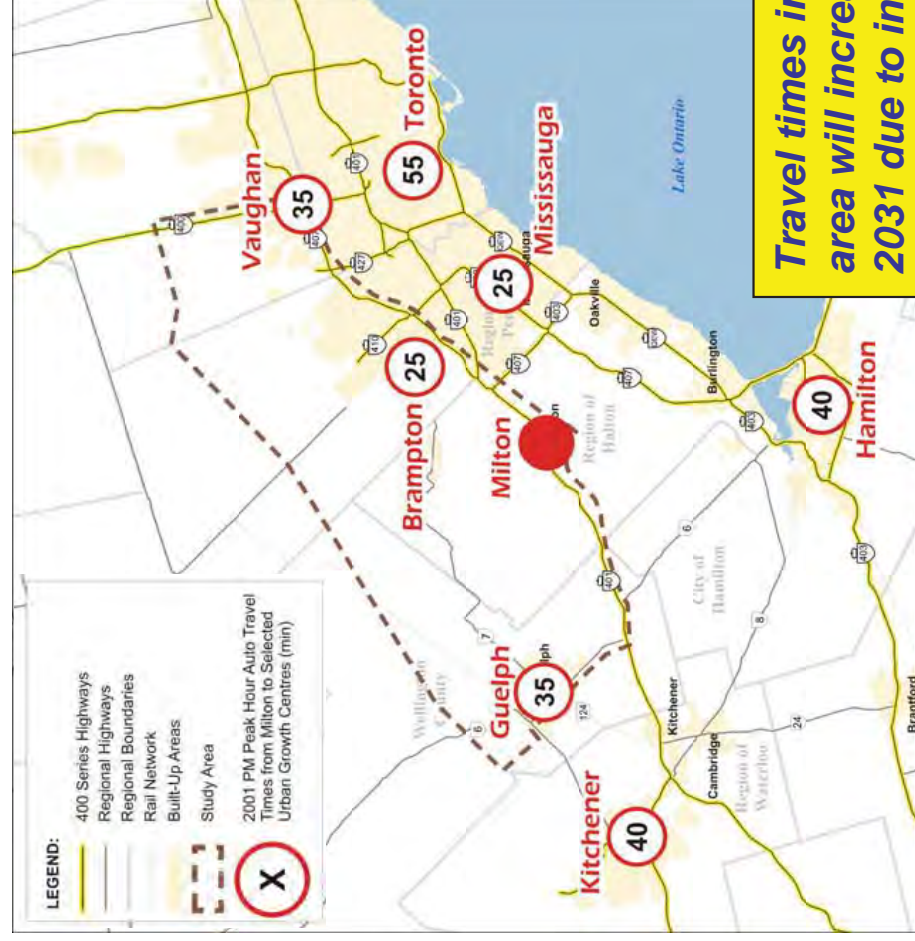
### 2031 Future Highway Congestion





# Transportation Problems Commuters

Existing PM Peak Hour Auto Travel Times  
(From Milton)



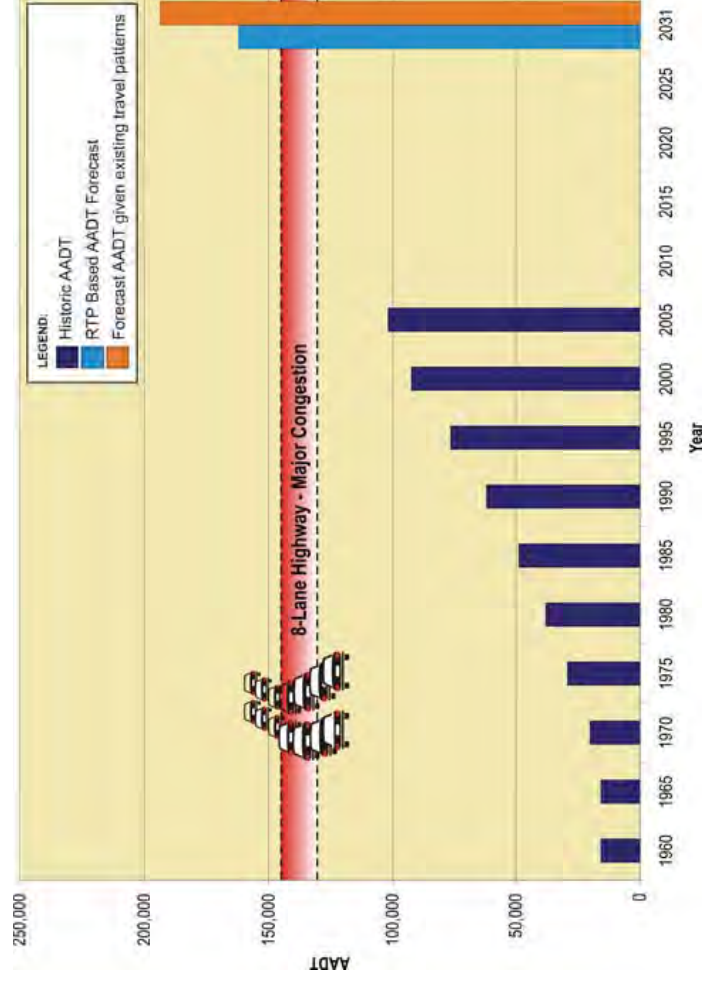
2031 PM Peak Hour Auto Travel Times  
(From Milton)



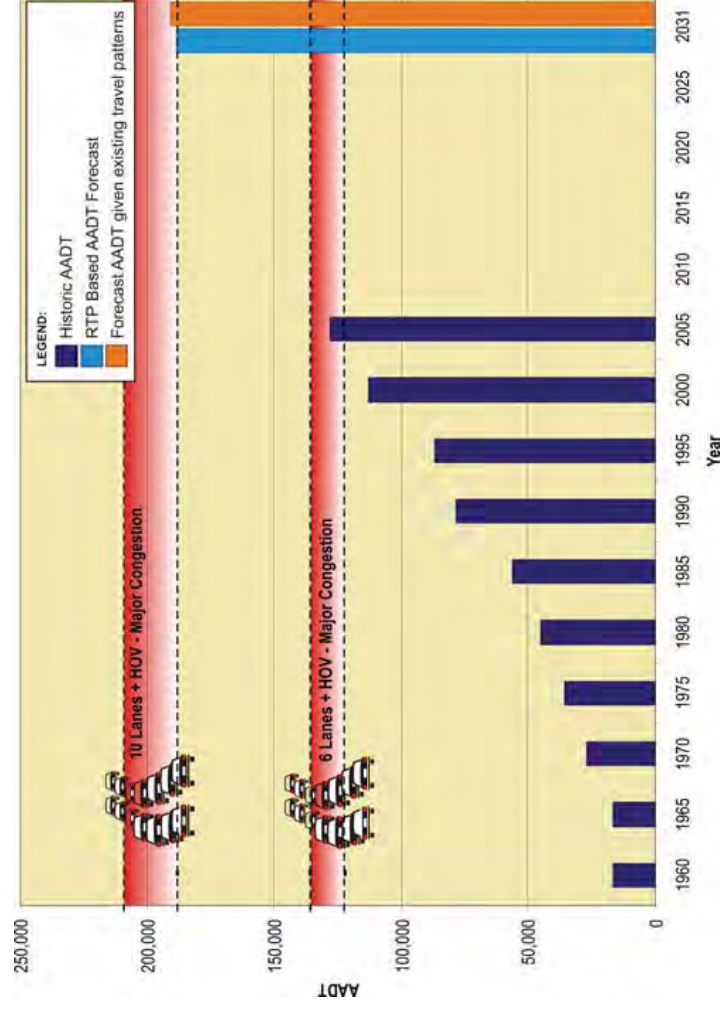
*Travel times in the GTA West study area will increase between 2006 and 2031 due to increased road congestion*

# Transportation Problems Commuters

Highway 401 – West of Milton



Highway 401 – East of Milton

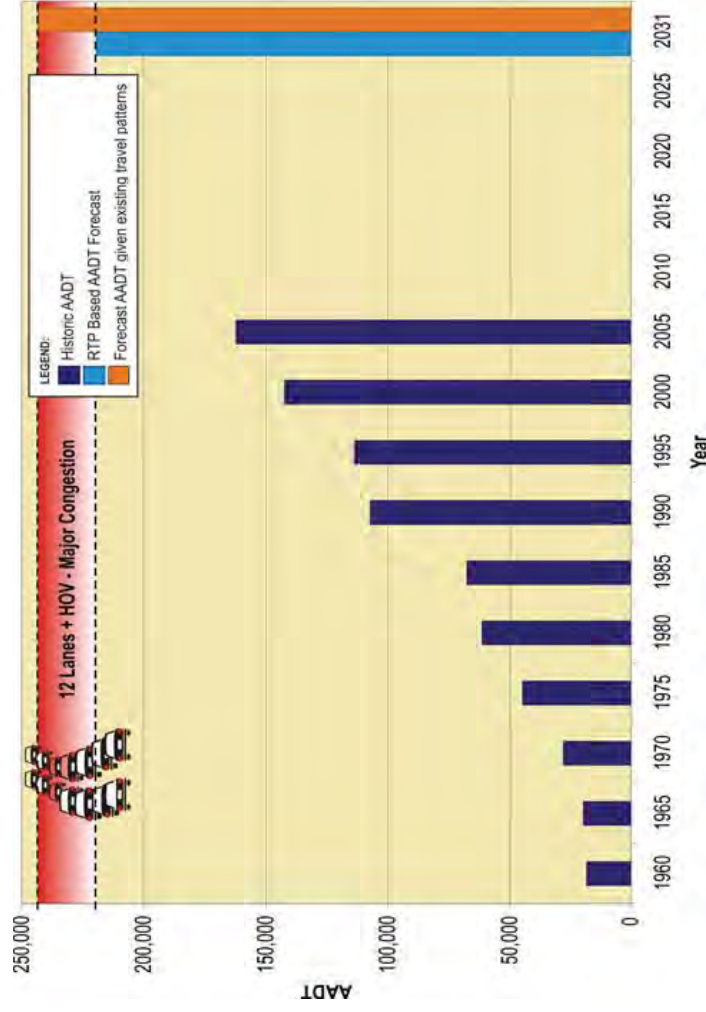


*Highway 401 will be over capacity through Halton Region after consideration of Metrolinx 25 year plan and widening Highway 401 to 8 lanes west of Milton and 10+ lanes east of Milton.*

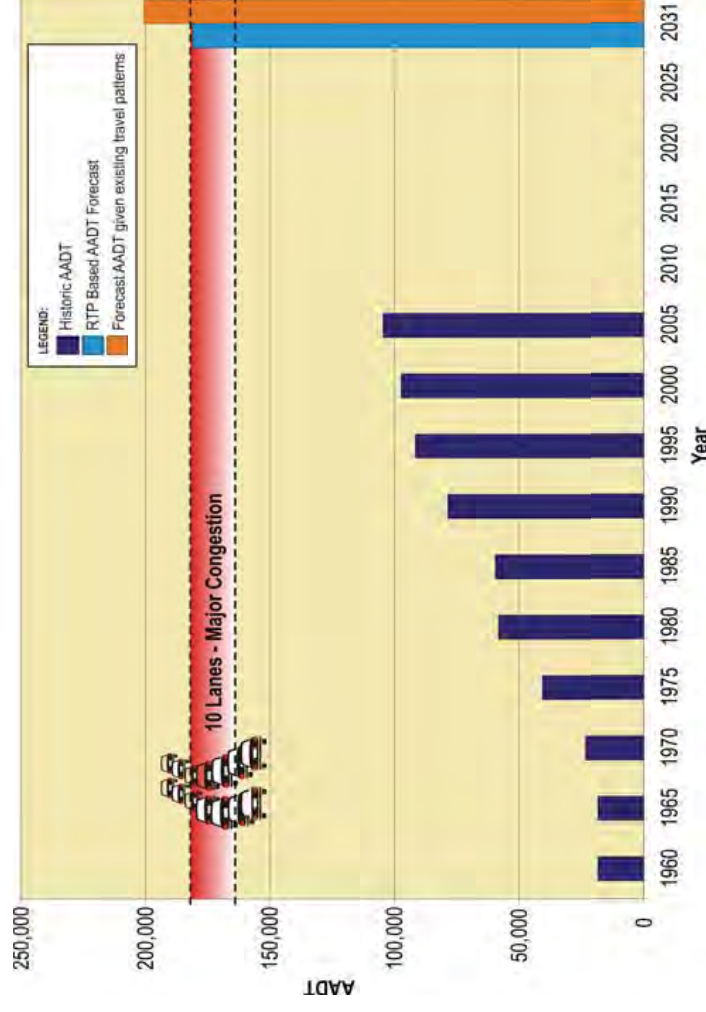


# Transportation Problems Commuters

Highway 401 – West of Hurontario Street



Highway 400 – North of Highway 407



*Highway 401 will be over capacity through Peel Region after consideration of Metrolinx 25 year plan and widening Highway 401 to 12 lanes + HOV west of Hurontario Street. Similar congestion levels anticipated on Highway 400 north of Highway 407 in York Region.*

# Transportation Problems Goods Movement

*Practically all goods are moved at least once via road system on a truck.*



•Consumer Goods



•Bulk Goods  
•Containers



•Bulk Goods  
•Containers



•Machinery  
•Manufactured Goods



# Transportation Problems Goods Movement

## Truck

- Delays during rush hours and delays resulting from incidents
  - Collisions, weather, construction, maintenance
- Insufficient road and inter-modal connections
- Infiltration of local communities by inter-regional trucking

## Rail

- Few railway connections between growth areas
- Operationally constrained in specific areas

## Marine

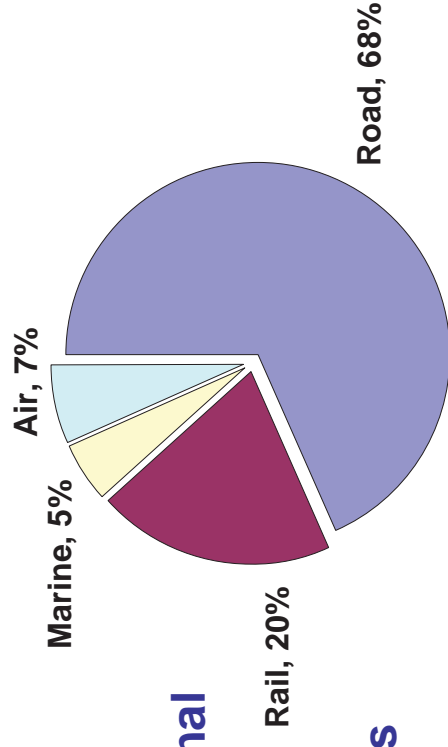
- St. Lawrence Seaway System cannot accommodate large ocean vessels
- Inadequate connections between ports and the inter-regional road system
- Limited shipping season

## Air

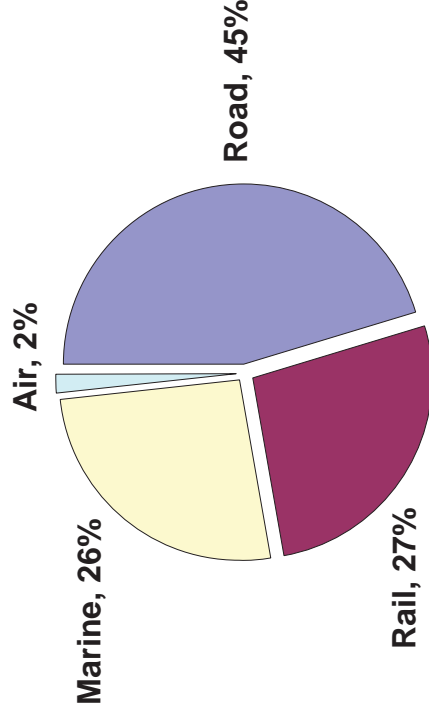
- Limited capacity
- Limited multi-modal connections to airports

## Goods Movement by Mode

2007 Mode Distribution of Canada-US Trade by Value\*



2004 Mode Distribution of Canada-US Trade by Tonnage\*

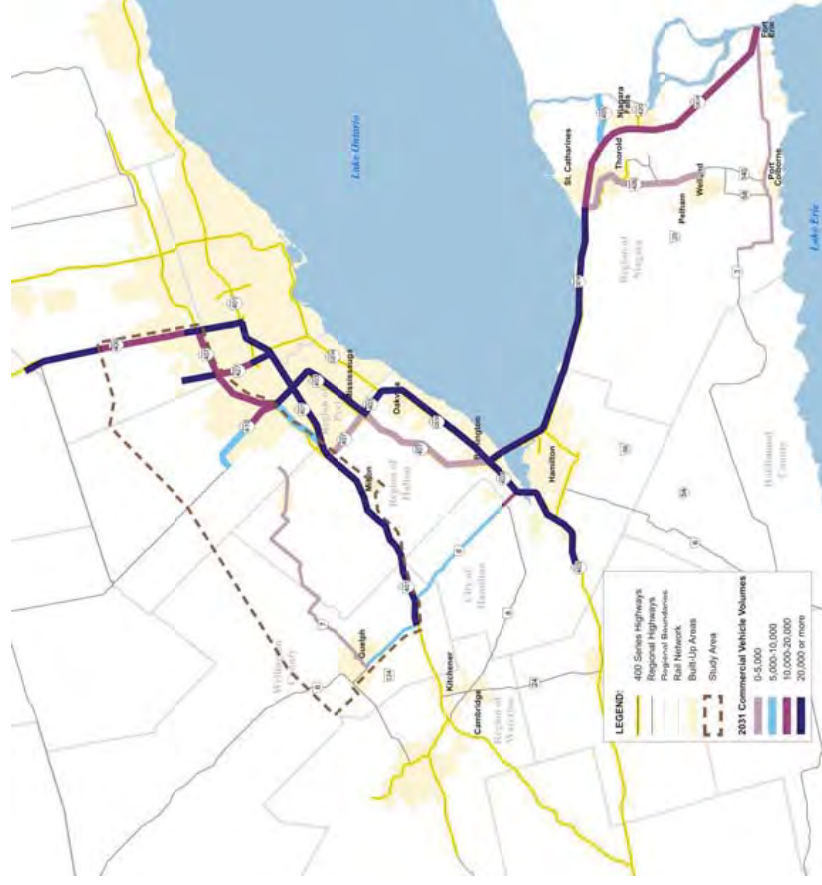


\* Excludes goods shipped by pipeline and other modes

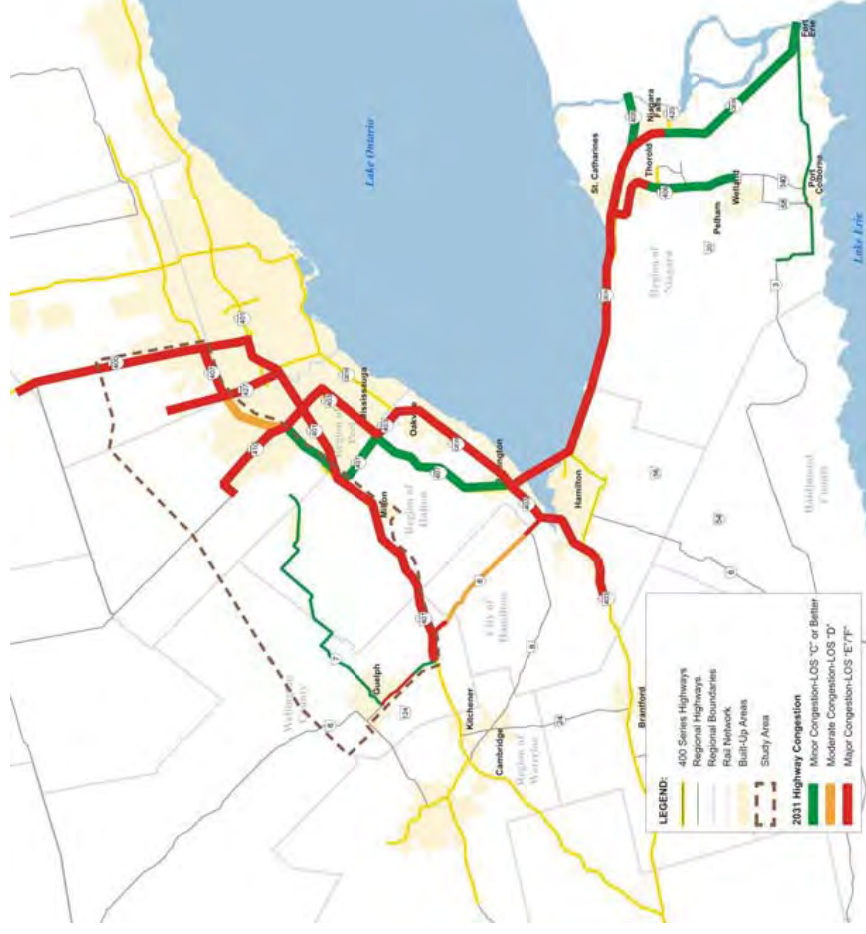
# Transportation Problems Goods Movement - Truck

*By 2031, truck volumes will have increased substantially on all major freeways in the study area, travelling on more congested highway system.*

## 2031 Commercial Vehicle Volume



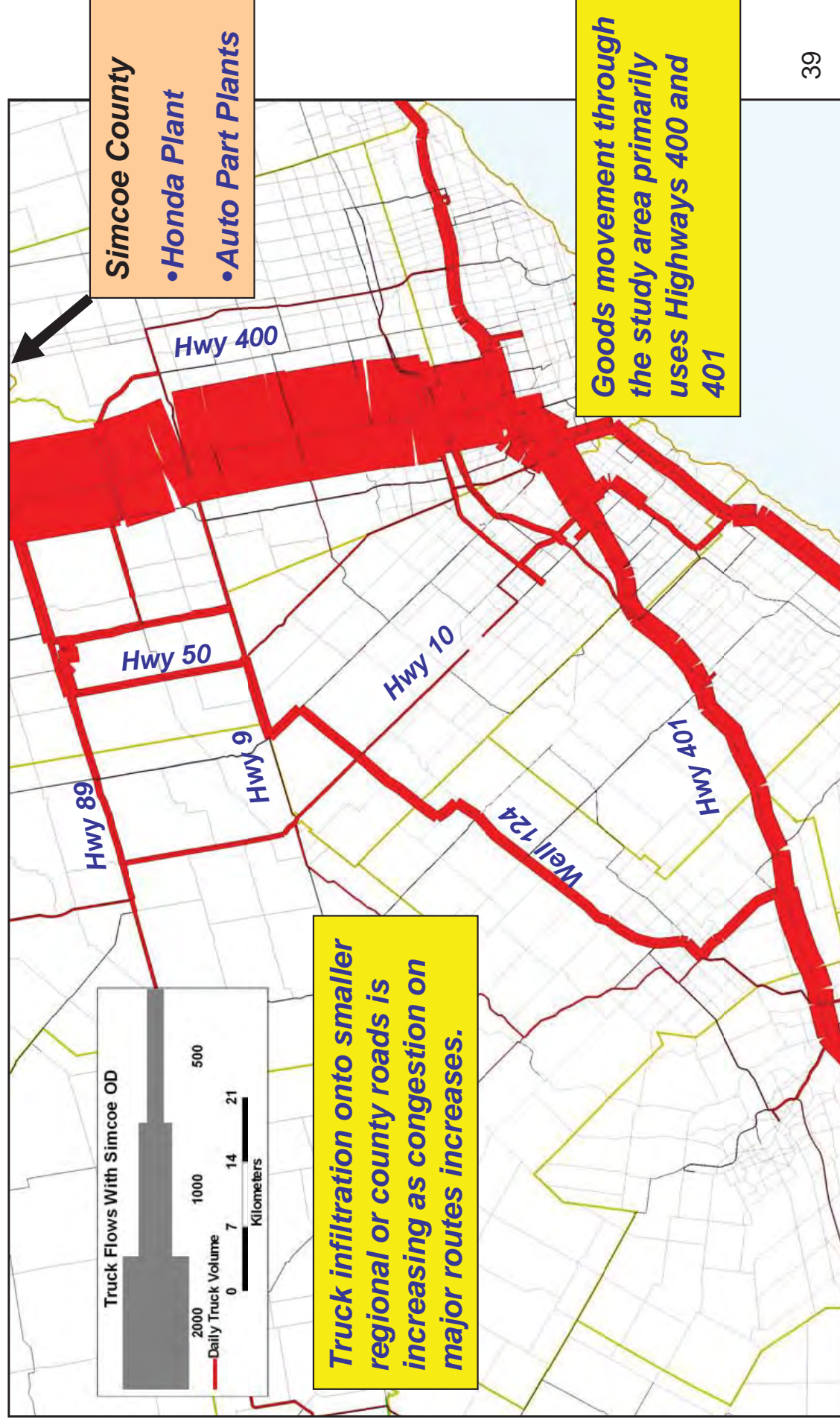
## 2031 Future Highway Congestion





# Transportation Problems Goods Movement - Truck Infiltration

Representative Daily (2002) Truck Trips To and From Simcoe County

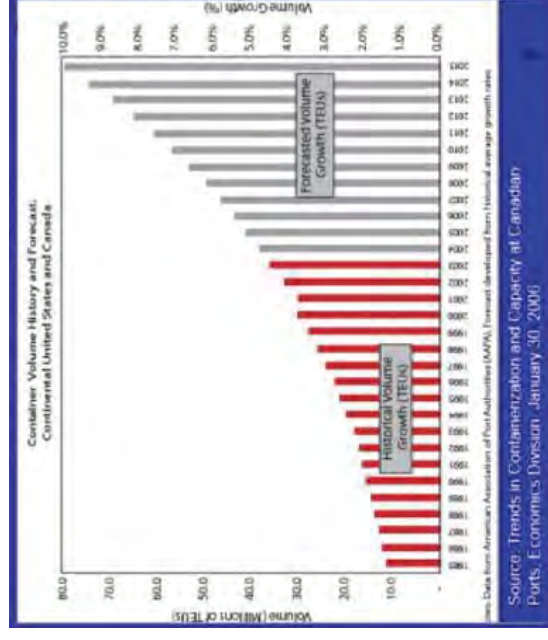
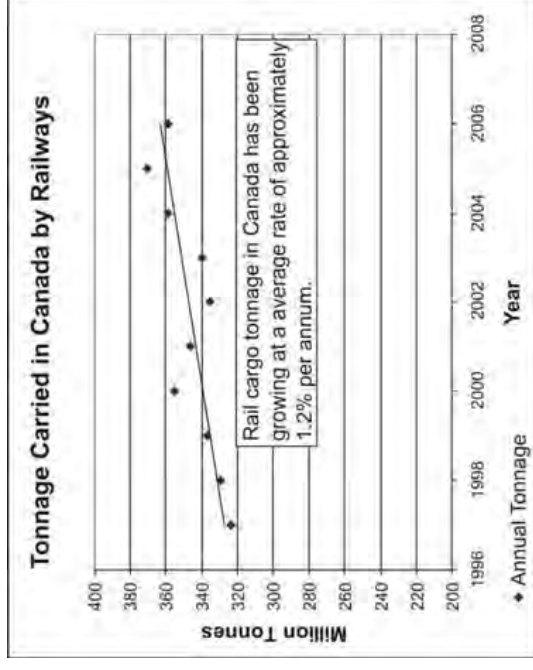




## Transportation Problems Goods Movement - Rail

- Rail inter-modal traffic averaging annual growth of 4.9% over the last 10 years
- Growth was driven by marine imports to major west and east coast ports.

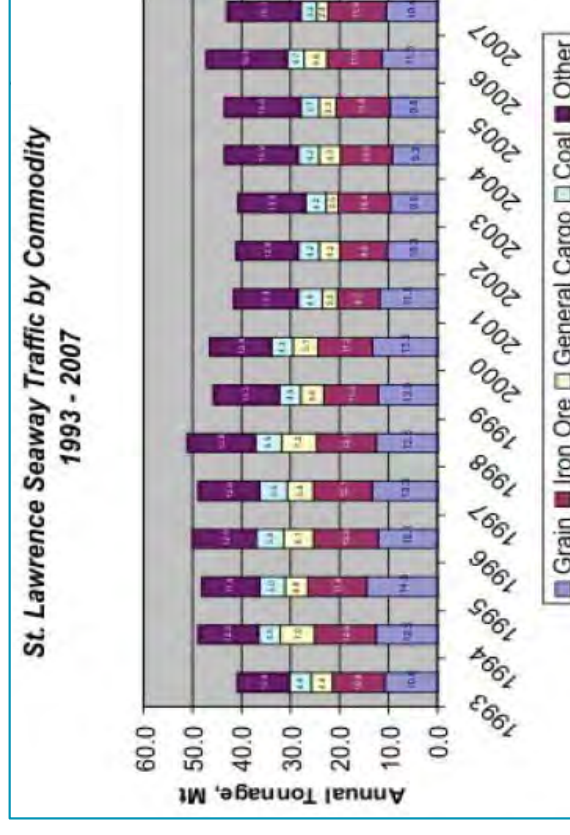
### Southern Ontario Rail Network



## Transportation Problems Goods Movement – Marine and Air

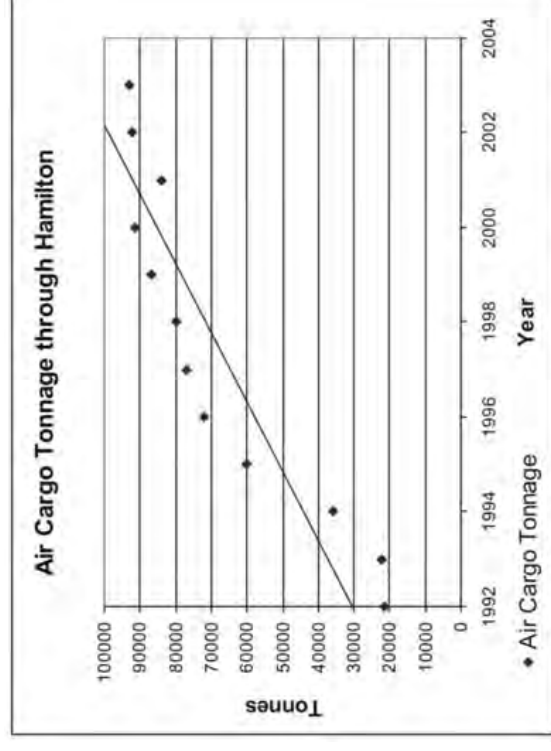
### Marine

- Tonnage carried on the St. Lawrence Seaway relatively stable over last 15 years
- Ports influencing the study area:
  - Port of Hamilton
  - Port of Toronto
- Of the Canadian Port Authorities, Hamilton is ranked the 8<sup>th</sup> busiest handling domestic and international traffic



### Air

- Major Airports
  - John C. Munroe International Airport
  - Lester B. Pearson International Airport
- Hamilton air cargo volume increased four fold between 1992 and 2003





- **Population and employment growth identified in *Places to Grow* will result in the increased movement of goods.**
- **Historical trends indicate a general increase in goods movement by road, rail and air.**
- **Discussions with Transportation Service Providers indicate that rail, marine and air have the capacity to absorb increased goods movement.**
- **Trucks will continue to play a major role in the transportation of goods.**



## Transportation Problems Tourism and Recreation

### Road System

- Congestion delays during peak tourist/recreation travel periods
- A lack of multi-modal connections between tourist gateways and key tourist/recreational destinations
- Conflicts between truck and tourist/recreational traffic during peak tourist periods



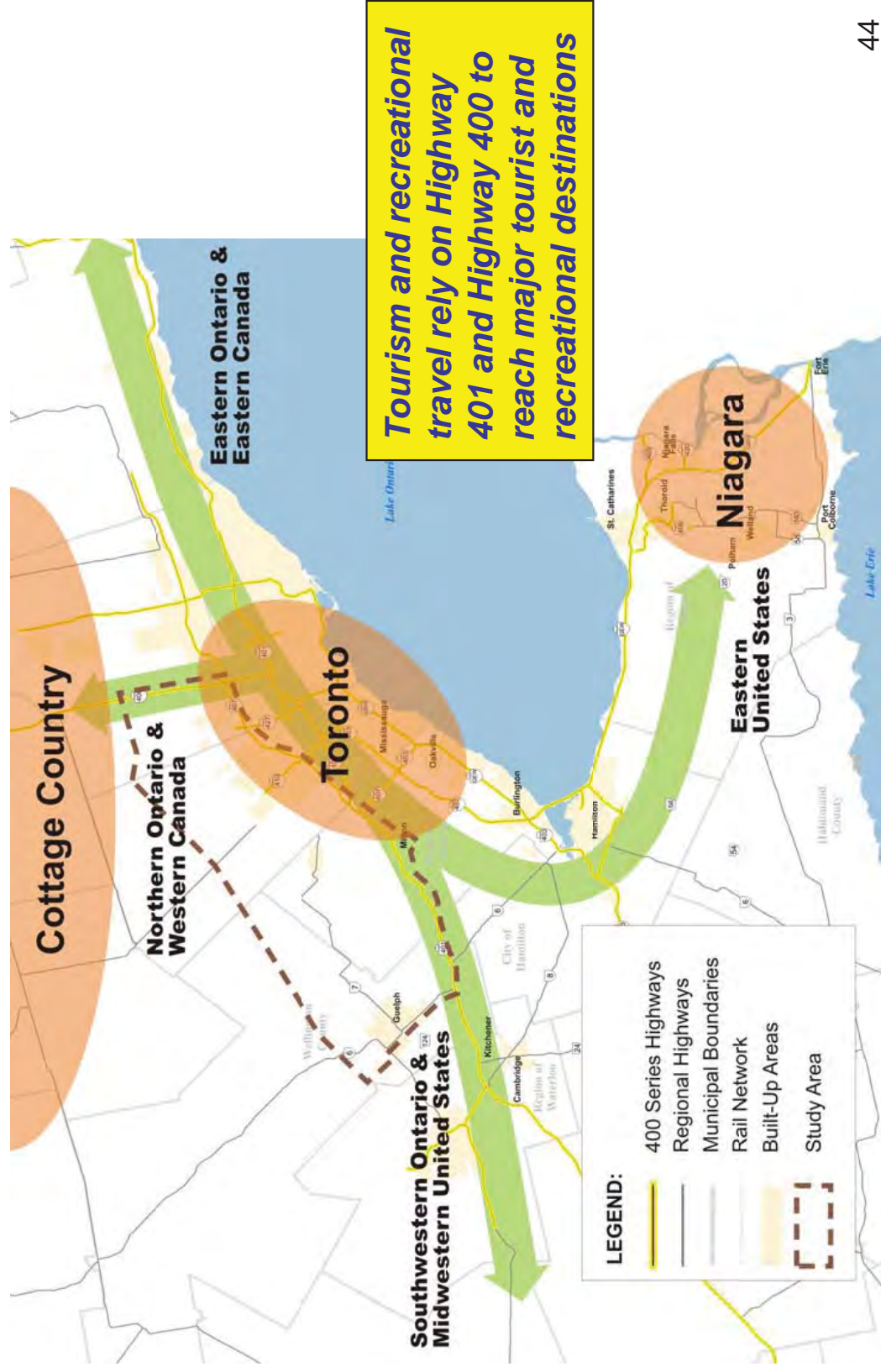
### Transit System

- Public transit schedules cater to commuters rather than tourists
- Limited multi-modal connections to key tourist/recreational destinations



## Transportation Problems Tourism and Recreation

### Major Tourist and Recreational Destinations

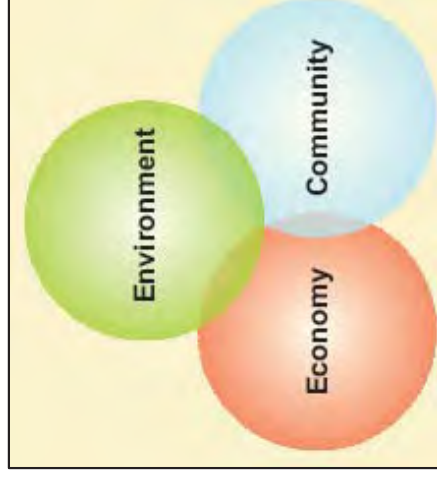




## Transportation Problems & Opportunities

### *Transportation Opportunities*

- Opportunities are found where improvements or enhancement to the transportation system allow for the enhancement or protection of the environment, economy and/or community
- Opportunities go beyond addressing the specific transportation problems and are intended to create:
  - Compact, vibrant and complete community
  - A prosperous and competitive economy
  - A protected environment



- The decisions we make in developing a multi modal transportation infrastructure solutions will influence the broader community, economy and environment



# **GTA West Corridor Environmental Assessment**

- **Project Goals and Objectives**
  - **Existing Conditions**
- **Predicting Future Transportation Conditions**
- **Transportation Problems and Opportunities**
  - **Corridor Planning and Protection**

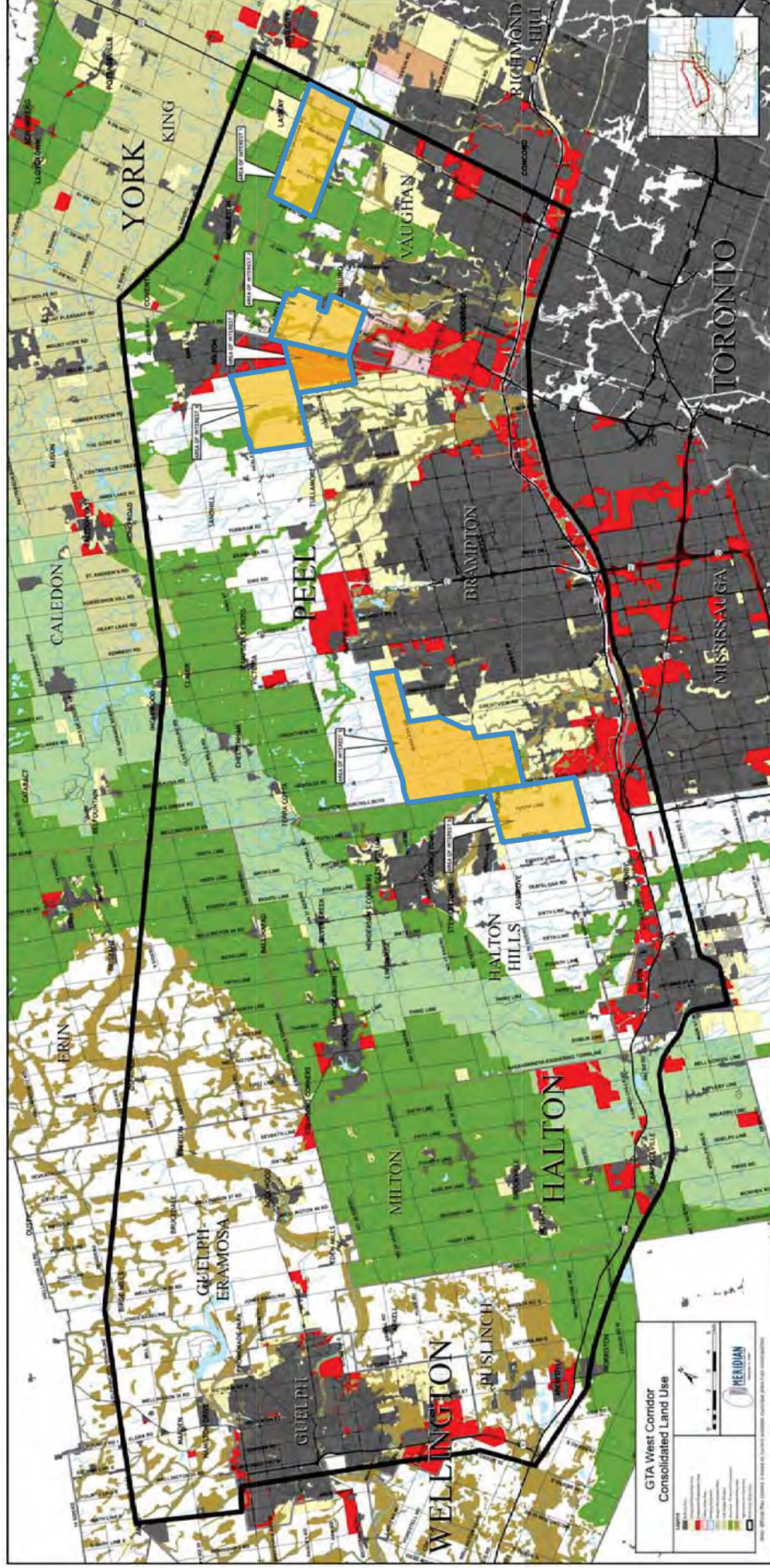


## **Current Initiatives**

- **Fast-paced land development in certain areas in Peel and York has potential to significantly reduce opportunities for transportation corridors**
- **MTO is working with MMAH, MEI and municipalities to explore strategies to retain corridor opportunities**



# Corridor Planning and Protection





## Corridor Planning and Protection

### Challenge

- Uphold integrity of the planning and EA process
- Be effective – address immediate local planning needs and development pressures

### Land Use Control Tools and Options Reviewed

- Municipal Tools
  - OP designation
  - Interim Control By-law
  - Holding Provision By-law
- Provincial Tools
  - Corridor Designation
  - Plan created by statute
  - Minister’s Zoning Order
  - Plan review & approval process

- “Areas of Interest” identified in the Preliminary Study Area
- Individual workshops being arranged with affected municipalities to refine



## **Corridor Planning and Protection**

- **Continue to work with municipalities to identify and refine strategic, critical locations – “areas of interest”**
- **Province requests early notification of potentially affected development applications**
- **Review applications to determine applying various land use control tools on a case by case basis**



# GTA West Corridor Environmental Assessment

- Project Goals and Objectives
  - Existing Conditions
- Predicting Future Transportation Conditions
- Transportation Problems and Opportunities
  - Corridor Planning and Protection
- Upcoming Consultation / Next Steps

## Upcoming Consultation

<b>Council and Committee Presentations</b>	<b>February / March, 2009</b>
<b>Advisory Group Meetings</b>	<b>February 2009</b>
<b>Public Information Centre #2</b>	<ul style="list-style-type: none"> <li>•Guelph March 4</li> <li>•Caledon March 5</li> <li>•Georgetown March 9</li> <li>•Woodbridge March 11</li> <li>•Brampton March 12</li> </ul>
<b>First Nations Discussions</b>	<b>Ongoing</b>
<b>Release of Draft Problems &amp; Opportunities Working Paper</b>	<b>May 2009</b>



## Next Steps

### *To Follow Consultation*

- Consider input and respond to questions and comments received
- Development and evaluation of transportation system alternatives
- Further discussions to identify land protection strategies



# GROUP DISCUSSION

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## NOTES OF MEETING

**PROJECT:** GTA West Corridor Environmental Assessment

**MEETING NO:** Regulatory Agency Advisory Group Meeting #2

**FILE NO.:** 06-3184

**DATE:** February 12, 2009 **TIME:** 1:30 p.m.

**PLACE:** Fletcher Creek Room, Holiday Inn Select Brampton, Brampton, ON

**PRESENT:**

<u><b>Agencies</b></u>	
Luis Mendoza	OPP – Highway Safety Division
Fred Natolochny	Grand River Conservation Authority
John Sabiston	Hydro One Networks
Sharon Lithwick	Hydro One Networks
Beth Williston	Toronto and Region Conservation Authority
Rizwan ul Haq	Credit Valley Conservation
Liam Marray	Credit Valley Conservation
Paul Kerry	CPR
Ragini Dayal	Ministry of Culture
Michael Canzi	Metrolinx
Anne-Marie Laurence	Niagara Escarpment Commission
Marc Magierowicz	Ministry of Municipal Affairs and Housing
<u><b>MTO</b></u>	
Jin Wang	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning
<u><b>Consultant Joint Venture (CJV)</b></u>	
Karin Wall	AECOM
Paula Neto	AECOM
Steve Jacobs	URS
Catherine Christiani	Ecoplans Limited

**PURPOSE:** The purpose of Regulatory Agency Advisory Group (RAAG) Meeting #2 is to provide an update on the EA study progress and to discuss transportation problems and opportunities.

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ITEM	PROCEEDINGS:	ACTION BY:
1.0	Welcome and Introductions	
1.1	S. Jacobs welcomed everyone to the meeting and introduced the project team and presenters. Attendees introduced themselves.	
1.2	The meeting agenda was reviewed. Attendees were encouraged to hold questions and comments until after the project team presentation.	



**ITEM PROCEEDINGS:**

**ACTION BY:**

**2.0 Project Team Presentation**

- 2.1 S. Jacobs, H. Garbot, K. Wall and P. Neto presented an overview of the EA study purpose and progress, existing and future transportation conditions, transportation context, problems and opportunities, issues related to corridor planning and protection, upcoming consultation activities and the study's next steps.

**3.0 Group Discussion**

- 3.1 S. Jacobs facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:

**3.2 Issues of Clarification**

- 3.2.1 There was a question regarding where the model assumptions presented on Slide 28 were derived from, particularly the assumptions about auto costs. MTO indicated that both the auto and parking cost assumptions were the same ones used by Metrolinx in their modelling exercise for the development of the Regional Transportation Plan.

**3.3 Existing Conditions and Constraints**

- 3.3.1 There was a comment acknowledging the challenges that exist within the GTA West study area, particularly the intense development pressures in Vaughan and the presence of many unique natural features. All of these factors will make defining a corridor very difficult. MTO noted that the project team are closely monitoring the development pace in the area, particularly in the pinch points identified. A detailed evaluation of the environmental features has yet to be completed. While working to define a corridor the project team recognized that they will likely have to balance many types of interests.

**3.4 Transportation Corridor Protection**

- 3.4.1 There was a question regarding the extent that municipal, regional and county Master Plans have been incorporated into the study, as many are currently underway. MTO acknowledged that they have been included, to the extent possible.
- 3.4.2 A question was raised as to the extent that carbon measurables have been integrated into the study. In York Region, for example, they have been effectively incorporated into their Water and Wastewater Master Plan. MTO indicated that the project team will be assessing the CO<sub>2</sub> emissions and air quality effects of each alternative generated.
- 3.4.3 There was a comment raised about the lack of use of the word, "sustainability" throughout the study materials. MTO noted this comment. The project team has not used the word as it has different meanings to different people, and many agencies are developing their own "sustainable strategies or plans". While the term sustainability hasn't been explicitly used, the study approach does aim to achieve the goal of sustainability, such as reflecting the "triple bottom line" approach for Community, Economy and Natural Environment. The project team would appreciate any input RAAG members (particularly Conservation Authorities) could provide in helping to define sustainability for

**RAAG  
MEMBERS**

**ITEM PROCEEDINGS:**

**ACTION BY:**

- the GTA West Study.
- 3.4.4 A question was raised as to whether the Source Water Protection Act has been considered as wellhead protection areas are very vulnerable to the effects of stormwater runoff and road salt. It was confirmed by MTO that the Source Water Protection Act was included in the study Terms of Reference. Source water protection will be incorporated into the evaluation of alternatives. The Project Team recognizes that source water and wellhead protection issues are of growing interest within communities.
- 3.4.5 A question was raised regarding the municipal workshops planned and whether holding the same level of discussions with Conservation Authorities in the study area would be worthwhile at this point in the study. The Project Team acknowledged that they would be interested in pursuing this idea. To make best use of the Conservation Authorities time, it would be best to hold these sessions after the next round of Public Information Centres (PICs).
- 3.5 Future Commuter Problems**
- 3.5.1 There was a question raised as to when the study's transportation modelling was completed. MTO noted that the transportation modelling was completed after the release of the Metrolinx Regional Transportation Plan (RTP).
- 3.5.2 A question was raised regarding whether increased telecommuting and off-peak trucking were incorporated into the transportation modelling. MTO acknowledged that certain percentage increases in these activities were assumed in the model.
- 3.6 Future Goods Movement Problems**
- 3.6.1 A comment was raised by CP Rail in regards to the importance of connectivity between modes of goods movement. The Project Team should encourage intensification of proper land use around major terminals and distribution centres through land use planning measures. This would make best use of existing inter-modal infrastructure and decrease overall truck mileage. The comment was noted by the Project Team.
- 3.7 Future Tourism and Recreation Problems**
- 3.7.1 There was a question raised as to whether the Project Team had origin/destination mapping which displayed the amount of trips made to cottage country from within the study area. It was noted that Muskoka is currently updating their official plan and that the representative from the Ministry of Municipal Affairs could forward this data to the Project Team. The Project Team indicated that they do not have this data but would appreciate any input from the Ministry of Municipal Affairs and Housing.
- 3.8 Consultation and Next Steps**
- 3.8.1 S. Jacobs provided the group with the upcoming PIC #2 dates and locations, noting that all PICs will run from 4:00 to 8:00 p.m.:
- Guelph PIC – March 4, 2009, River Run Performing Arts Centre
  - Caledon PIC – March 5, 2009, Brampton Fairgrounds
  - Georgetown PIC – March 9, 2009, Mold-Master Sportsplex
  - Woodbridge PIC – March 11, 2009, Le Jardin Special Events Centre

**MMAH**

**PT**

**ITEM PROCEEDINGS:**

**ACTION BY:**

- Brampton PIC – March 12, 2009, Pearson Convention Centre

Further details about the PICs (ie. venue and times) will be provided to the municipalities via email. *Note: RAAG Members were provided with all PIC details via email on February 13, 2009.*

**3.9 Final Comments**

- 3.9.1 A question was raised regarding how First Nations consultation is being conducted. MTO indicated that both the Ontario Ministry of Aboriginal Affairs and Indian and Northern Affairs Canada were contacted in this regard. They identified the following First Nations with ties to the study area:
- Mississaugas of the Credit
  - Six Nations of Grand River (Elected and Confederate Councils)

Presentations have been given to the Mississaugas of the Credit and the elected council of the Six Nations of Grand River. The Project Team will continue to engage First Nations throughout the study.


**4.0 Other Business**

- 4.1 There was no discussion or questions raised under this topic.

**The meeting adjourned at 3:30 p.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*

Minutes Prepared by:  
**Ecoplans Limited**

  
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Catherine Christiani

cc: Attendees  
Project Team Members  
Regulatory Agency Advisory Group Contact List



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**APPENDIX N**  
**UPPER-TIER MUNICIPAL AND COMMITTEE**  
**MEETING SUMMARY NOTES**

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## **GTA West Corridor Planning and EA Study**

### **Summary of Presentation to Peel Council – General Committee**

**February 5, 2009**

**Council Chamber, Region of Peel, 9:30 am – 10:00 am**

#### **ATTENDEES:**

Regional Chair      Emil Klob

#### **Caledon**

Mayor              Marolyn Morrison  
Regional Councillors      Richard Paterak (Ward 1)  
                                 Allan Thompson (Ward 2)  
                                 Richard Whitehead (Ward 3 & 4)  
                                 Annette Groves (Ward 5)

#### **Brampton**

Regional Councillors      Grant Gibson (Wards 1 & 5)  
                                 Gael Miles (Wards 7 & 8)  
                                 Elaine Moore (Wards 1 & 5)  
                                 John Sprovieri (Wards 9 & 10)

#### **Mississauga**

Regional Councillors      George Carlson (Ward 11)  
                                 Carmen Corbasson (Ward 1)  
                                 Frank Dale (Ward 4)  
                                 Nando Iannicca (Ward 7)  
                                 Katie Mahoney (Ward 8)  
                                 Sue McFadden (Ward 10)  
                                 Patricia Mullin (Ward 2)  
                                 Carolyn Parrish (Ward 6)  
                                 Maja Prentice (Ward 3)  
                                 Pat Saito (Ward 9)

MTO Consultant      Jin Wang, Heide Garbot  
                                 Neil Ahmed, Katherine Jim

#### **NOTES:**

#### **Agenda Item D1**

In a 10-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 30-minute period of questions and comments by members of the Council (mainly Town of Caledon members). The following summarizes key comments by the Councillors and responses by Jin and Neil.

Copies of the presentation, including the slides presented in the February 3, 2009 Municipal Advisory Group meeting, were provided to the Clerks Department for distribution to the Councillors prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Town of Caledon Regional Councillor Allan Thompson (Ward 2)	<ul style="list-style-type: none"> <li>Has the Study considered truck traffic coming from the US, particularly through one of the major trade routes east of Mississippi?</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team is aware of truck traffic from the US, however, truck border crossing is a separate issue, and we are not looking into specific US route from the border.</li> </ul>
	<ul style="list-style-type: none"> <li>Does the map which shows the “area of interest” avoid the Greenbelt area?</li> </ul>	<ul style="list-style-type: none"> <li>The “areas of interest” identified in the map is based on development activities and therefore do not include the Greenbelt Plan area. It should be noted that the Greenbelt Plan allows the construction of transportation infrastructure should other options not be feasible.</li> </ul>
	<ul style="list-style-type: none"> <li>It should be noted that the Winston Churchill / Terra Cotta area is of an area of interest to the Town. Town of Caledon will need to work closely with the Project Team so as to benefit both the employment growth along the future GTA West corridor while protecting agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted</li> </ul>
	<ul style="list-style-type: none"> <li>The Town needs to know quickly about the decision on the pinch points</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted</li> </ul>
Town of Caledon Regional Richard Whitehead (Ward 3& 4)	<ul style="list-style-type: none"> <li>There are significant pinch points in south Bolton. In the last workshop with Caledon Council, it was noted that this area will be looked at first before the whole corridor</li> </ul>	<ul style="list-style-type: none"> <li>The intent remains the same and that is to refine the pinch points as the Project Team gathers additional information from municipal staff. As the study progresses into preliminary corridor planning, if a road-based solution is identified, the pinch point will be refined</li> </ul>
	<ul style="list-style-type: none"> <li>Town of Caledon would like to avoid similar conflict with developers as experienced in the Highway 427 Extension study. Therefore, it is critical that the pinch points be identified as soon as possible</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted</li> </ul>
	<ul style="list-style-type: none"> <li>Major Mackenzie Drive will be realigned as part of the Highway 427 Extension. Will the realigned Major Mackenzie Drive be considered as a component of the GTA West corridor</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team will take this into consideration when the study progress to that stage. The focus at this point is to identify and quantify the problems</li> <li>Following this study, Stage two of the EA study will begin for the route selection and preliminary design of the corridor if a road-based solution is identified</li> </ul>



COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Town of Caledon Regional Richard Whitehead (Ward 3& 4) Cont'd	<ul style="list-style-type: none"> <li>At the end of the study, will the pinch points be refined so that development may proceed</li> </ul>	<ul style="list-style-type: none"> <li>Yes, as the EA study proceeds, additional information will be gathered to allow the pinch points to be refined</li> </ul>
	<ul style="list-style-type: none"> <li>Request that a staff report be prepared for the next Council meeting to explore the possibility of initiating the second Stage of the EA study (i.e. route selection and preliminary design of corridor if a road-based solution is identified) to be carried out in parallel with the current (Stage One) EA study.</li> </ul>	<ul style="list-style-type: none"> <li>To be addressed by Peel Region staff</li> </ul>
Town of Caledon Regional Annette Groves (Ward 5)	<ul style="list-style-type: none"> <li>Concurred with the comments made by Councillor Thompson and Councillor Whitehead that it is critical to identify the pinch points as soon as possible, and need to consider how the GTA West corridor may potentially connect to other transportation facilities such as Highway 427.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted</li> </ul>
Town of Caledon Regional Richard Paterak (Ward 1)	<ul style="list-style-type: none"> <li>What power / authority does the Province have to stop the development approval in Vaughan until a corridor has been identified?</li> </ul>	<ul style="list-style-type: none"> <li>The Province has been working with Vaughan and York Region to monitor closely the progress of the development applications in the pinch point areas</li> <li>Not speaking specifically to a particular development application, the Province, under the authority of the Planning Act, has the authority to challenge the development application and bring them to an OMB hearing.</li> </ul>
Town of Caledon Mayor Morison	<ul style="list-style-type: none"> <li>Need to learn from Highway 427 and Nashville to speed up the study process so as to identify the pinch points through the Town of Caledon as soon as possible. There is an opportunity for the Town and the Province to work together to plan for future employment lands and other land uses, but, again, the Town will need to know soon about the pinch points.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Regional Chair Emil Klob	<ul style="list-style-type: none"> <li>What is the timeframe in the Province's contract with the consultant for this study? Completion by Spring 2010?</li> </ul>	<ul style="list-style-type: none"> <li>It is a 3.5 year time frame, including the Terms of Reference, planning alternatives and identification of the preliminary location of the corridor. It is anticipated that the study will be completed by Spring 2010</li> </ul>
	<ul style="list-style-type: none"> <li>Is the Project Team aware of the Windsor-Quebec Continental Gateway Corridor study? It is my understanding that the Quebec portion of the study is completed.</li> </ul>	<ul style="list-style-type: none"> <li>The Windsor-Quebec Continental Study is a federal study and is currently underway. MTO will confirm the status of the study in Ontario and advise the Committee.</li> </ul>

## **GTA West Corridor Planning and EA Study**

### **Summary of Presentation to Wellington County Council February 26, 2009**

**Council Chamber, Wellington County, 10:00 am – 10:30 am**

#### **ATTENDEES:**

##### **Warden Joanne Ross-Zuj**

##### **Towns**

Erin                      Mayor Rod Finnie  
Minto                    Mayor David Anderson

##### **Townships**

Mapleton                Mayor John Green  
Wellington North      Mayor Mike Broomhead  
Guelph / Eramosa      Mayor Chris White  
Puslinch                Mayor Brad Whitcombe

##### **County Ward Councillors**

County Ward 1        Mark MacKenzie  
County Ward 2        Carl Hall  
County Ward 3        Walter Trachsel  
County Ward 4        Lynda White  
County Ward 5        Jean Innes  
County Ward 6        Robert Wilson  
County Ward 7        Barb McKay  
County Ward 8        Gordon Tosh  
County Ward 9        Lou Maieron

MTO                    Jin Wang  
Consultant            Neil Ahmed, Katherine Jim  
City of Guelph Councillors also attended, not identified

#### **NOTES:**

##### **Agenda Item A**

In a 10-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 5-minute period of questions and comments by members of the Council. The following summarizes key comments by the Councillors and responses by Jin and Neil.

Copies of the presentation, including the slides presented in the February 3, 2009 Municipal Advisory Group meeting, were provided to the Clerk's Department for distribution to the Councillors prior to the presentation.

<b>COUNCILLOR</b>	<b>QUESTIONS/COMMENTS</b>	<b>RESPONSE</b>
Town of Erin Mayor Rod Finnie	<ul style="list-style-type: none"><li>• Would appreciate sharing findings from the transportation analysis carried out as part of the GTA West study, as they are conducting long term planning for the County of Wellington</li></ul>	<ul style="list-style-type: none"><li>• Staff from the Wellington County are part of the Municipal Advisory Group and are informed of findings from the GTA West Study.</li></ul>

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
County Ward 9 Councillor Lou Maieron	<ul style="list-style-type: none"> <li>The southern part of Wellington County is concerned about the location of the proposed highway and whether access points will be provided from the highway to smaller towns.</li> </ul>	<ul style="list-style-type: none"> <li>The focus of the Environmental Assessment process at this point is to identify and quantify the problems (i.e. transportation demand)</li> <li>No decision has been made regarding new facilities or where they may be located</li> </ul>
County Ward 8 Councillor Gordon Tosh	<ul style="list-style-type: none"> <li>Will long term problems that were previously identified, such as connection of Highway 6 to Highway 24 and Highway 7 to Kitchener, be addressed as part of this study?</li> </ul>	<ul style="list-style-type: none"> <li>These initiatives will be coordinated as part of the future travel demand forecasting</li> </ul>

The Warden thanked Jin and Neil for the presentation and indicated that they look forward to subsequent update.



## **GTA West Corridor Planning and EA Study**

### **Summary of Presentation to York Region Planning and Economic Development Committee March 4, 2009**

**Committee Room A, York Region, 1:00 pm – 1:30 pm**

#### **ATTENDEES:**

**Chair: Town of Markham Regional Councillor Tony Wong**

#### **Vice-Chair**

Town of Newmarket      Regional Councillor John Taylor

City of Vaughan      Regional Councillor Mario Ferri  
Township of King      Mayor Margaret Black

Commissioner      Bryan Tuckey  
Planning &  
Development

MTO      Jin Wang  
Consultant      Neil Ahmed, Katherine Jim

#### **NOTES:**

The Chair indicated that a quorum had not been established, however, they would proceed with presentations.

#### **Agenda Item B1**

In a 10-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 10-minute period of questions and comments by members of the Committee. The following summarizes key comments by the Councillors and responses by Jin and Neil.

Copies of the presentation, including the slides presented in the February 3, 2009 Municipal Advisory Group meeting, were provided to the Clerk's Department for distribution to the Councillors prior to the presentation.

<b>COUNCILLOR</b>	<b>QUESTIONS/COMMENTS</b>	<b>RESPONSE</b>
Regional Councillor M. Ferri	<ul style="list-style-type: none"><li>Was previous consultation carried out?</li></ul>	<ul style="list-style-type: none"><li>Tonight (March 4, 2009) is the first of the five rounds of PIC #2</li><li>PIC #1 was held in June 2007 where the outline of the study and content of the Terms of Reference were presented</li><li>PIC #2 is focused on quantifying the transportation problems</li></ul>
	<ul style="list-style-type: none"><li>How is the public notified of the PIC?</li></ul>	<ul style="list-style-type: none"><li>Notices were placed in local newspapers and municipal staff are informed through their participation on the Municipal Advisory Group</li></ul>
	<ul style="list-style-type: none"><li>How was the turn out in previous PICs?</li></ul>	<ul style="list-style-type: none"><li>Attendance at the first PIC ranged between 50-100 people approximately</li></ul>
	<ul style="list-style-type: none"><li>It is important that the public are being educated about the purpose of the</li></ul>	<ul style="list-style-type: none"><li>Comments noted</li></ul>

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	study, the opportunities to provide input and the public consultation process. It is key that they are engaged in the study at an early stage so that they are well informed when the study concludes that transportation improvements are proposed.	
Mayor M. Black	<ul style="list-style-type: none"> <li>Has a preferred route been identified?</li> </ul>	<ul style="list-style-type: none"> <li>The focus of the Environmental Assessment process at this point is to identify and quantify the problems (i.e. transportation demand)</li> <li>No decision has been made regarding new facilities or where they may be located</li> </ul>
	<ul style="list-style-type: none"> <li>What is the timeframe in determining if a new corridor is needed?</li> </ul>	<ul style="list-style-type: none"> <li>Following PIC #2, the Project Team will develop, evaluate and select the preferred transportation planning alternatives. Findings will be presented at PIC #3 (Fall 2009)</li> <li>Thereafter, if a new provincial highways / transitways are recommended, general corridors / study areas for new facilities will be identified. Findings will be presented at PIC #4 (Spring 2010)</li> </ul>
Commissioner B. Buckey	<ul style="list-style-type: none"> <li>It is important to understand that there is a steady growth in freight and goods movement, and they are directly linked to the economy. We have to find the right answer to address these transportation issues.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
Chair, Regional Councillor T. Wong	<ul style="list-style-type: none"> <li>York Councillors would like to be given more advance notice of future PICs, as some of the Councillors are not able to attend this round of PICs</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>

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**APPENDIX O**  
**MUNICIPAL CORRIDOR PROTECTION**  
**WORKSHOP SUMMARY NOTES**

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## NOTES OF MEETING

**PROJECT:** GTA West Corridor Environmental Assessment  
**MEETING:** Halton Corridor Protection Workshop  
**FILE NO.:** 06-3184  
**DATE:** February 23, 2009 **TIME:** 9:30 a.m.  
**PLACE:** Esquering Boardroom, Town of Halton Hills Civic Centre, Halton Hills, ON  
**PRESENT:** **Municipalities**

Andrew Head	Halton Region
Ho Wong	Halton Region
David Lukezic	Halton Region
Anita Fabac	Halton Region Planning Services
Steve Burke	Town of Halton Hills Planning
Dennis Perlin	Town of Halton Hills CAO
Bruce MacLean	Town of Halton Hills Planning
Chris Mills	Town of Halton Hills Infrastructure Services
Stephanie Jarvis	Town of Milton

**MTO**

Jin Wang	MTO Provincial and Environmental Planning
Pat Griepsma	MTO Provincial and Environmental Planning
Patrick Griepsma	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Urban Planning

**Consultant Joint Venture  
(CJV)**

Neil Ahmed	MRC
Jim Dymant	Meridian Planning
Mike Bricks	Ecoplans Limited
Catherine Christiani	Ecoplans Limited

**PURPOSE:** The purpose of the workshop was to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas and/or identify any additional areas known by municipal staff.

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ITEM	PROCEEDINGS:	ACTION BY:
1.0	<b>Welcome and Introductions</b>	
1.1	J. Wang welcomed attendees to the meeting. Project Team members and attendees introduced themselves.	
1.2	The meeting purpose and agenda were reviewed.	



**ITEM PROCEEDINGS:**

**ACTION BY:**

**2.0 Update on Corridor Protection Issues**

- 2.1 J. Wang presented an update on corridor protection issues. Presentation slides outlining the study process, issues and challenges, what has been done and how the study will be progressing were discussed.

**3.0 Review of Areas of Interest identified by the Project Team**

- 3.1 N. Ahmed and J. Dymont reviewed the areas of interest that had been identified by the Project Team and the list of factors that contributed to their identification. Area of Interest #6 was discussed in detail due to its location within Halton Region. The list of criteria used to determine the areas of interest and detailed maps of Area of Interest #6 were distributed to attendees.

**4.0 Group Discussion**

- 4.1 J. Wang facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:

**4.2 Issues of Clarification**

- 4.2.1 The Project Team was asked to clarify the objective of the study and its relationship to the Niagara to GTA (NGTA) Environmental Assessment (EA) Study. The objective of the study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between Urban Growth Centres in the Preliminary Study Area. The GTA West Corridor Study is not being conducted in isolation and is being analyzed in the context of its surroundings. Common linkages between the adjoining NGTA Study will be analyzed. The NGTA Study is using the same model and baseline information in its analysis.

- 4.2.2 A question was raised as to the availability of study data, such as traffic and goods movement analysis, study area mapping, etc. The Project Team noted that some of this information has been released via two study reports, *GTA West Corridor Environmental Assessment: Draft Overview of Transportation & Economic Conditions (July 2008)* and *GTA West Corridor Environmental Assessment: Draft Overview of Environmental Conditions and Constraints (January 2008)*. The reports are available on the project website at [www.gta-west.com](http://www.gta-west.com).

- 4.2.3 In addition, preliminary problems and opportunities were presented to the Municipal Advisory Group (MAG) on February 3, 2009. A copy of these minutes will be provided to H. Wong for reference. [Note: A copy of the MAG Meeting #2 Minutes were provided to H. Wong via email on March 3, 2009.]

- It was requested that the definition of “Area of Interest” be further explained. The Project Team clarified that the term “Area of Interest” refers to an area experiencing high development pressures that should be monitored to ensure opportunities are not lost if it is determined that new infrastructure is required. The Project Team does not want to preclude any reasonable transportation options in future stages of the EA, thus a better understanding of the state of land use and development in these areas is needed. Participants were advised

MRC

**ITEM PROCEEDINGS:**

**ACTION BY:**

- that letters requesting circulation of certain development applications in and around the area of interest to MTO and MMAH will be sent to Halton Hills, Milton and the Region upon completing all of the planned municipal workshops.
- 4.2.4 A question was raised as to the planning horizon for the study. The Project Team indicated that based on available data, the study's planning horizon is 2031.
- 4.2.5 A question was raised as to the whether the purpose of the GTA West Corridor Study is to plan the 'Highway 413'. That is the outstanding impression in the community. MTO clarified that the purpose of the GTA West Corridor Study is not to plan the 'Highway 413 or 414'. The purpose of the study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between Urban Growth Centres in the Preliminary Study Area. The Project Team will be looking all modal alternatives, including transit and rail options. It is likely that the study will result in a combination of modes being proposed since one mode will not likely be able to solve all of the transportation problems identified.
- 4.3 Area of Interest #6 Refinements**
- 4.3.1 The lands within Area of Interest #6 are currently being examined in two regional studies: the Halton-Peel Boundary Area Transportation Study (BATS) and Sustainable Halton. The results of these studies could influence the GTA West Corridor Study. The BATS study is currently completing its technical analysis and compiling comments on a technical paper. This information is not public yet. The Sustainable Halton Plan is forthcoming.
- 4.3.2 The Region of Peel should be able to provide further details about transportation visions for Area of Interest #6 which is located in Halton.
- 4.3.3 The participants representing Halton suggested that the southern boundary of Area of Interest #6 should be extended to Highway 401 and include the north 401 employment lands through east Milton. It was suggested that the Project Team consider monitoring development on the south side of Highway 401 as well.
- 4.3.4 The area north of Steeles Ave is a proposed employment area in the Sustainable Halton plan. Urban development around Georgetown is also being examined.
- 4.4 General Discussion**
- 4.4.1 The Region of Halton and Town of Halton Hills indicated that a corridor option that would run diagonally through Halton Hills from the west side of Milton would not be desirable from a land-use perspective since this area is to remain as an agricultural reserve.
- 4.4.2 A question was raised regarding how municipal staff are to answer questions raised by the public in regards to the study. The Town of Milton has received an influx of questions as to where new infrastructure will be going. The Town of Milton also requested a digital copy of the study area map. The Project Team clarified that the study has yet to determine the need, type or location of any potential new infrastructure. The EA must follow due process in order to come to these determinations.

CJV

CJV

A large scale print out of the study area was provided to S. Jarvis at the

**ITEM PROCEEDINGS:**

**ACTION BY:**

conclusion of the meeting. [Note: A digital copy of the study area was provided to S. Jarvis via email on March 3, 2009.]

**5.0 What's Next/Other Business**

5.1 Municipalities were encouraged to submit further comments and/or any other applicable information to the Project Team. A specific request to provide any available data on aggregate sites was made by Jim Dymont.

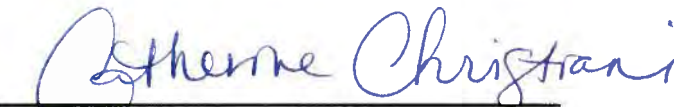
5.2 It was requested by attendees that they be kept informed as to the results of the remaining municipal workshops. The Project Team will distribute individual minutes of each session and an overall summary of all of the sessions to attendees.

CJV

**The meeting adjourned at 11:30 a.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*

Minutes Prepared by:  
**Ecoplans Limited**



Catherine Christiani

cc: Attendees  
Project Team Members

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## NOTES OF MEETING

**PROJECT:** GTA West Corridor Environmental Assessment

**MEETING:** Peel Corridor Protection Workshop

**FILE NO.:** 06-3184

**DATE:** February 24, 2009 **TIME:** 9:30 a.m.

**PLACE:** Fletcher Creek Room, Holiday Inn Select Brampton, Brampton, ON

**PRESENT:**

<u><b>Municipalities</b></u>	
Murray McLeod	Peel Region
Tom Slomke	Peel Region
Kennedy Self	Peel Region
Nick Tunnacliffe	Peel Region
Tom Apparao	Peel Region
Mary Hall	Town of Caledon
Kant Chawla	City of Brampton
Chris Duyvestyn	City of Brampton, Works and Transportation
Henrik Zbogar	City of Brampton, Planning, Design & Development
<u><b>MTO</b></u>	
Jin Wang	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Urban Planning
<u><b>Consultant Joint Venture (CJV)</b></u>	
Neil Ahmed	MRC
Jim Dymont	Meridian Planning
Mike Bricks	Ecoplans Limited
Catherine Christiani	Ecoplans Limited

**PURPOSE:** The purpose of the Workshop is to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas and/or identify any additional areas known by municipal staff.

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### ITEM PROCEEDINGS:

### ACTION BY:

#### 1.0 Welcome and Introductions

- 1.1 M. Bricks welcomed everyone to the meeting. Project Team members and attendees introduced themselves.
- 1.2 The meeting purpose and agenda were reviewed. The primary purpose of the meeting was to discuss approaches to corridor protection and to refine the "Areas of Interest". "Areas of Interest" refers to areas experiencing high development pressures that should be monitored to ensure corridor opportunities are not lost if it is determined that new infrastructure is required.



**ITEM PROCEEDINGS:**

**ACTION BY:**

**2.0 Update on Corridor Protection Issues**

- 2.1 J. Wang presented an update on corridor protection issues. Presentation slides outlining the study process, issues and challenges, what has been done and how the study will be progressing were reviewed.
- 2.2 Attendees were informed that the Project Team met with Halton Region representatives on February 23, 2009, will meet with York Region representatives in the afternoon and Wellington County/Guelph representatives on March 2, 2009.
- 2.3 A comment was raised concerning the Project Team's assumption that Environmental Assessment (EA) Stage 1 will proceed to Stage 2 without appeal. The Project Team clarified that because the undertaking is an Individual EA, formal approval isn't required until completion of EA Stage 2. If, at any time, there are concerns with the EA or its process, comments can be submitted to the Project Team for review and response.
- 2.4 A question was raised as to what the "bump-up request" procedure is. The Project Team clarified that the appeal mechanism for an Individual EA is a hearing.
- 2.5 There was a question raised regarding how the Province would collaborate with municipal staff when applications are received. MTO noted the importance of protecting the integrity of the EA process. Upon determining interest, the first step of any collaboration with municipal staff would be to work together to defer the application. If that approach is unsuccessful, the Province may step in at an OMB hearing.
- 2.6 The Region of Peel distributed copies of a recent Region of Peel Resolution (Item 5b, February 12, 2009) regarding the GTA West Corridor EA. Peel noted that the resolution outlines a potential method of collaboration with the Province. The Province will prepare a response to Peel regarding the resolution.

MTO

**3.0 Review of Areas of Interest identified by the Project Team**

- 3.1 N. Ahmed and J. Dymont reviewed the areas of interest that had been identified by the Project Team and the list of factors that contributed to their identification. Areas of Interest #3, 4 and 5 were discussed in detail due to their location within Peel Region. The list of criteria used to establish the areas of interest and detailed maps of Areas of Interest #3, 4 and 5 were distributed to attendees.
- 3.2 It was indicated to attendees that the Mayfield West Area has not been indicated as an area of interest, although the Project Team has been monitoring land use changes in that area. The Project Team is looking for municipal input on whether this area should be included as an Area of Interest.

**4.0 Group Discussion**

- 4.1 M. Bricks facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:

**ITEM PROCEEDINGS:**

**ACTION BY:**

**4.2 Issues of Clarification**

4.2.1 A question was raised as to whether the Project Team will be assessing the study's impact on land use. The Project Team noted that they would be evaluating all impacts on the environment, including land use. The definition of "environment" in the EA Act incorporates the natural, social, economic and cultural environment.

4.2.2 The Project Team was asked to clarify the intent of the development application request letters that will be sent to Brampton, Caledon and the Region. MTO explained that the letters will outline that 2 types of development applications should be circulated to the Province for comment:

1. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium which are outside of the current Urban Boundary
2. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium and Zoning By-law Amendments which are within the Areas of Interest identified.

The Province will review applications and determine if any action is necessary to ensure that the protection strategy is implemented.

4.2.3 The Project Team was asked to clarify the corridor protection options available to the Province. The Project Team discussed the following:

Option 1: Corridor designation

- There are challenges regarding this option as the EA has yet to be completed.

Option 2: Plan created by statute

- This isn't a reasonable option as it can be a lengthy process to enact special legislation which would take longer than completing the Individual EA.

Option 3: Minister's Zoning Order

- This option is not preferred when other planning tools available such as OP designation.

Option 4: Plan review and approval process

- This option is the most preferred as it allows for a collaborative approach with municipal staff.

4.2.4 A question was raised as to whether the EA Terms of Reference (ToR) outlines the weights that will be given to the factors used to evaluate the study alternatives. The Project Team clarified that it does not. The ToR only outlines the factors to be considered. The weights that will be allocated to the factors will be developed as a part of the upcoming study process.

**4.3 Area of Interest #3, 4 and 5 Refinements**

4.3.1 The secondary planning process has begun within Area of Interest #3.

4.3.2 The Town of Caledon suggested that the western boundary of Area of Interest #4 should be reduced to midway between the Concession because the Town is interested in examining this area for potential expansion for Bolton.

4.3.3 It was suggested that Area of Interest #4 be extended northerly to possibly accommodate the potential future Bolton GO station. GO Transit is currently completing a feasibility study which is evaluating expanding rail service to

ITEM	PROCEEDINGS:	ACTION BY:
4.3.4	<p>Bolton. The Project Team will contact GO Transit and discuss with them whether the area of interest should be expanded.</p> <p>The eastern boundary of Area of Interest #5 should be reduced to Mississauga Rd as the Secondary Plans for that area have been completed. Pre-consultation activities have commenced in the west of Mississauga Rd.</p>	<p>CJV</p> <p>CJV</p>
<b>4.4</b>	<b>Additional Areas Known by Municipal Staff</b>	<p>CJV/ TOWN OF CALEDON</p>
4.4.1	<p>The Mayfield West area should be extended west of Highway 10 by two blocks. There is a secondary plan underway for that area and high development interest. The Terms of Reference for the plan will be sent to J. Wang.</p>	
4.4.2	<p>Area of Interest #6 (in Halton) should be extended to Highway 401. The Project Team clarified that this was discussed with Halton representatives at the February 23, 2009 workshop and Area of Interest will be extended to Highway 401 and will also include the northern 401 employment lands in east Milton.</p>	
4.4.3	<p>A question was raised as to whether the Nashville Heights area is within Area of Interest #2. The Project Team clarified that it is. The Region of Peel noted that they have sent a letter to the City of Vaughan asking them not to adopt the Nashville Heights amendment. J. Wang requested a copy of the letter.</p>	<b>PEEL</b>
<b>4.5</b>	<b>Corridor Protection</b>	
4.5.1	<p>A question was raised as to what local/regional policies the Province would support in order to protect a corridor: interim control by-laws, holding provisions or designation in the local and regional Official Plans (OP). Municipal staff indicated that these tools can only be effective once the Project Team has provided municipalities with a general location for the corridor, (i.e. a line on a map). MTO clarified that the EA is not yet at the stage where lines on a map can be drawn (i.e. the need and location for a potential new transportation corridor has not been identified yet). Municipal staff indicated that the OPA could have a sunset clause so that it expires once the corridor has been approved.</p>	
4.5.2	<p>Municipal staff discussed the possibility of creating an OP designation entitled "Infrastructure Policy Area" for the GTA West Corridor EA.</p>	
4.5.2	<p>The Town of Caledon commented that the Project Team's hesitation to place the GTA West Corridor within Greenbelt lands is not necessarily the right approach as it would tie up much of the developable lands in the 'whitebelt'. MTO clarified that infrastructure through the Greenbelt is possible however, 'Areas of Interest' were not identified as there is little development pressure in the Greenbelt.</p>	
<b>4.6</b>	<b>General Discussion</b>	
4.6.1	<p>The Project Team informed attendees of the upcoming Caledon and Brampton PIC 2 dates and locations:</p> <p>Caledon PIC – March 5, 2009, 4 to 8 p.m., Brampton Fairgrounds</p> <p>Brampton PIC – March 12, 2009, 4 to 8 p.m., Pearson Convention Centre</p>	
<p>The purpose of the PICs will be to present the problems and opportunities. Due to the large attendance of Caledon residents at the PIC 1 Brampton venue, an additional PIC 1 was held in Caledon. Depending on attendance at both</p>		

**ITEM PROCEEDINGS:**

**ACTION BY:**

- meetings during the PIC 2 round, the two PIC venues may be incorporated into one (likely in Caledon) for PIC 3.
- 4.6.2 A question was raised as to whether the Areas of Interest would be on display at the PICs. The Project Team indicated that the Areas of Interest would be updated based on municipal workshop feedback and would be presented at the PICs on a consolidated land use map.
- 4.6.3 A question was raised as to whether the location needs of major utilities would impact where the potential corridor could go. The Project Team indicated that they have had discussions with Hydro One. Hydro One is a member of the Regulatory Agency Advisory Group (RAAG) and are interested in keeping up to date with the study's progress. Hydro One has yet to determine needs in the preliminary study area.
- 4.6.4 The Project Team were asked if Ontario Power Generation is on the study contact list. The Project Team confirmed that they are a member of the RAAG.

**5.0 What's Next/Other Business**


- 5.1 The Project Team will distribute the individual minutes of each municipal workshop session and an overall summary of all of the workshop sessions to attendees.
- 5.2 The Project Team requested that if municipal staff identify anything that needs to be updated on the consolidated land use plan or the area of interests that they contact Jim Dymant at Meridian Planning. Meridian Planning is particularly interested in gathering data for any new pit or quarry applications.

CJV

**The meeting adjourned at 11:25 a.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*

Minutes Prepared by:  
**Ecoplans Limited**

  
Catherine Christiani

cc: Attendees  
Project Team Members



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## NOTES OF MEETING

**PROJECT:** GTA West Corridor Environmental Assessment  
**MEETING:** York Corridor Protection Workshop  
**FILE NO.:** 06-3184  
**DATE:** February 24, 2009 **TIME:** 1:40 p.m.  
**PLACE:** Community Meeting Room, York Region Transit Office, Richmond Hill, ON  
**PRESENT:**

<u><b>Municipalities</b></u>	
Arup Mukherjee	York Region, Roads and Capital Development
Shahid Matloob	York Region, Infrastructure Planning
Steve Mota	York Region, Infrastructure Planning
Loy Cheah	York Region
Wayne McEachern	City of Vaughan
 <u><b>MTO</b></u>	
Jin Wang	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning
Antonio DiSabatino	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Urban Planning
 <u><b>Consultant Joint Venture (CJV)</b></u>	
Neil Ahmed	MRC
Jim Dymant	Meridian Planning
Mike Bricks	Ecoplans Limited
Catherine Christiani	Ecoplans Limited

**PURPOSE:** The purpose of the workshop is to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas and/or identify any additional areas known by municipal staff.

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ITEM	PROCEEDINGS:	ACTION BY:
1.0	<b>Welcome and Introductions</b>	
1.1	M. Bricks welcomed everyone to the meeting. Project Team members and attendees introduced themselves.	
1.2	The meeting purpose and agenda were reviewed. The primary purpose of the meeting was to discuss approaches to corridor protection and to refine the "Areas of Interest". "Areas of Interest" refers to areas experiencing high development pressures that should be monitored to ensure corridor opportunities are not lost if it is determined that new infrastructure is required.	

ITEM	PROCEEDINGS:	ACTION BY:
2.0	<b>Update on Corridor Protection Issues</b>	
2.1	J. Wang presented an update on corridor protection issues. Presentation slides outlining the study process, issues and challenges, what has been done and how the study will be progressing were reviewed.	
3.0	<b>Review of Areas of Interest identified by the Project Team</b>	
3.1	N. Ahmed and J. Dymont reviewed the Areas of Interest that had been identified by the Project Team and the list of factors that contributed to their identification. Areas of Interest #1 and 2 were discussed in detail due to their location within York Region. The list of criteria used to establish the areas of interest and detailed maps of Areas of Interest #1 and 2 were distributed to attendees.	
4.0	<b>Group Discussion</b>	
4.1	M. Bricks facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:	
4.2	<b>Issues of Clarification</b>	
4.2.1	It was requested that the definition of “Area of Interest” be further explained. The Project Team clarified that the term “Area of Interest” refers to an area experiencing high development pressures that should be monitored to ensure corridor opportunities are not lost if it is determined that new infrastructure is required. The Project Team does not want to preclude any reasonable transportation options in future stages of the EA, thus a better understanding of the status of land use and development in these areas is needed.	
4.2.2	<p>The Project Team clarified the intent of the development application request letters that will be sent to municipal staff. MTO explained that the letters will outline that 2 types of development applications be circulated to the Province for comment:</p> <ol style="list-style-type: none"><li>1. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium which are outside of the current Urban Boundary</li><li>2. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium and Zoning By-law Amendments which are within the areas of interest identified.</li></ol>	
	<p>The Province will review applications and determine if a protection strategy is needed. The letters will be sent upon completion of the municipal workshop sessions.</p>	CJV
4.3	<b>Area of Interest #1 and 2 Refinements</b>	
4.3.1	The attendees suggested that the western boundary of Area of Interest #1 should be extended to include the adjacent “whitefield” areas.	CJV

**ITEM PROCEEDINGS:**

**ACTION BY:**

- 4.3.2 The Region of York routinely completes focus area studies when an area is experiencing intense development pressure. Currently, a focus area study is being completed in the Nashville Heights area (where proposed Highway 427 Extension connects with realigned Major Mackenzie Dr.) which is within Area of Interest #2. A consultant has commenced work on the study. The same consultant has commenced work on a focus area study at Highway 400 and 7.
- 4.3.3 The City of Vaughan suggested removing the portion of Area of Interest #2 south of Nashville Rd. and east of Huntington Rd. Leaving this block in the Area of Interest would likely receive Vaughan Council support. It was noted that the Project Team will review this location based on the comments received as well as a letter received from the Nashville Heights developer.
- 4.3.4 The City of Vaughan is currently undergoing an update of its Official Plan (OP). The white field lands south of Nashville Rd., within Area of Interest #2, will be land use defined by Spring 2010. The white field lands north of the area of interest may also become land use defined.
- 4.3.5 The Highway 400N employment lands are currently being considered for development approval. The first approval stage is complete (Regional Official Plan Amendment). The second approval stage is underway and involves the completion of various studies. The Highway 400N study area includes the white field lands east of Area of Interest #1.
- 4.3.6 A question was raised regarding why Area of Interest #2 is being considered due to its being surrounded by development. This development could prevent an east-west corridor from being considered. The Project Team recognized that there might be only a small opportunity within the area (which will be determined through the EA) but that they would like to have the ability to at least comment on development applications. The study is not just looking at east-west opportunities but also possible north-south connections.

CJV

**4.4 Additional Areas Known by Municipal Staff**

- 4.4.1 It was suggested to the Project Team that they re-confirm that there are no white field lands in Laskay. Meridian Planning will verify this.

MERIDIAN

**4.5 Corridor Protection**

- 4.5.1 The Region of York plans on designating the GTA West Corridor in their OP. MTO explained that they have not concluded that a new transportation corridor is required and therefore is not yet at the stage where lines on a map can be drawn (i.e. the need and location for a potential new transportation corridor has not yet been identified).
- 4.5.2 There was a question raised regarding how the Province would collaborate with municipal staff when applications are received. MTO noted the importance of protecting the integrity of the EA process. Upon determining interest in a development application, the first step of any collaboration with municipal staff would be to work together to defer the application. If that approach is unsuccessful, the Province may request an OMB hearing.
- 4.5.3 The Project Team was asked to outline how the Province could participate in an OMB hearing with municipal staff. Three options were outlined:
1. The Province could act as an expert witness.
  2. The Province could act as a party to the hearing.

**ITEM PROCEEDINGS:**

**ACTION BY:**

3. The Province can declare provincial interest.

4.5.4 Municipal staff confirmed that the lands between Highway 427 and 400 are under intense development pressure and stressed that the Project Team must be proactive in this area.

4.5.5 The Region of York requested that the Project Team have discussions with municipal staff prior to the completion of EA Stage 1 in order to share information. The Project Team indicated that this would compromise the study's process and approvals. All information will be publicly shared.

**4.6 General Discussion**

4.6.1 A question was raised regarding whether the Project Team has presented the study update to the City of Vaughan Council. The Project Team indicated that they will only be presenting to upper-tier councils, ie. York Region.

4.6.2 The City of Vaughan is currently updating their OP with an anticipated completion date of June 2010. The City requested that they receive as much detailed information as possible from the Project Team while they are completing this review. The Project Team indicated that by Spring 2010 the study will have determined the endpoints and possible connections if it is determined that a new transportation corridor is required.

4.6.3 Municipal staff raised concern with the amount of time the study will take to complete. A question was raised as to whether the Project Team could segment the study area in order to accelerate corridor planning in certain areas. The Project Team acknowledged the frustration of municipal staff. The study must follow the established process in order to sufficiently determine need and assess various alternatives. The study area must be evaluated as a whole in order to address the overarching transportation issues.

4.6.3 The Project Team informed attendees of the upcoming Woodbridge PIC date and location – March 11, 2009, 4 to 8 p.m., Le Jardin Special Events Centre. The purpose of the PIC will be to present problems and opportunities.

4.6.4 It was suggested that the Project Team show alignment alternatives at PIC 4 (anticipated for Spring 2010) in order to accelerate the EA process. The Project Team indicated that planning alternative development will be completed in late Summer/early Fall 2009. General roadway corridor alternatives (i.e. end points, general corridor bands) would be ready for Spring 2010.

**5.0 What's Next/Other Business**

5.1 Municipal staff were encouraged to submit further comments and/or any other applicable information to the Project Team.

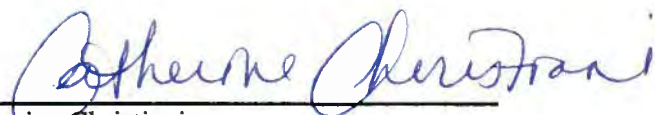
5.2 The Project Team will distribute individual minutes of each municipal workshop session and an overall summary of all of the workshop sessions to attendees.

**The meeting adjourned at 3:40 p.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*



Minutes Prepared by:  
**Ecoplans Limited**

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Catherine Christiani

cc: Attendees  
Project Team Members

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## NOTES OF MEETING

**PROJECT:** GTA West Corridor Environmental Assessment  
**MEETING:** Wellington-Guelph Corridor Protection Workshop  
**FILE NO.:** 06-3184  
**DATE:** March 2, 2009 **TIME:** 1:00 p.m.  
**PLACE:** Wellington County Administration Centre, Guelph, ON  
**PRESENT:**

<u><b>Municipalities</b></u>	
Sally Stull	Town of Erin
Gord Ough	County of Wellington
Gary Cousins	County of Wellington
Gwen Zhang	City of Guelph
Rajan Philips	City of Guelph
Bob Wheildon	Gamsby and Mannerow Ltd., on behalf of the Township of Puslinch
Lana Phillips	MHBC Planning, on behalf of the Township of Guelph-Eramosa
<u><b>MTO</b></u>	
Jin Wang	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning
Patrick Griepsma	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Urban Planning
<u><b>Consultant Joint Venture (CJV)</b></u>	
Neil Ahmed	MRC
Jim Dymant	Meridian Planning
Mike Bricks	Ecoplans Limited
Catherine Christiani	Ecoplans Limited

**PURPOSE:** The purpose of the workshop was to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas and/or identify any additional areas known by municipal staff.

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ITEM	PROCEEDINGS:	ACTION BY:
1.0	Welcome and Introductions	
1.1	M. Bricks welcomed everyone to the meeting. Project Team members and attendees introduced themselves.	
1.2	The meeting purpose and agenda were reviewed. The primary purpose of the meeting was to discuss approaches to corridor protection and to refine the "Areas of Interest". "Areas of Interest" refers to areas experiencing high development pressures that should be monitored to ensure corridor	

**ITEM PROCEEDINGS:**

**ACTION BY:**

- opportunities are not lost if it is determined that new infrastructure is required.
- 1.3 Attendees were informed that the Project Team met with Halton Region representatives on February 23, 2009 and Peel and York Region representatives on February 24, 2009.

**2.0 Update on Corridor Protection Issues**

- 2.1 J. Wang presented an update on corridor protection issues. Presentation slides outlining the study process, issues and challenges, what has been done and how the study will be progressing were reviewed.

**3.0 Review of Areas of Interest identified by the Project Team**

- 3.1 N. Ahmed and J. Dymont reviewed the Areas of Interest that had been identified by the Project Team and the list of factors that contributed to their identification. The north and south parcels of Area of Interest #7 were discussed in detail due to their location within Wellington County and the City of Guelph. The list of criteria used to establish the areas of interest and detailed maps of Area of Interest #7 were distributed to attendees.

**4.0 Group Discussion**

- 4.1 M. Bricks facilitated the group discussion/question/comment period. The following summarizes the key discussions that took place:

**4.2 Issues of Clarification**

- 4.2.1 A question was raised as to how adequately transit has been addressed by the study. The Project Team explained that the implementation of the Metrolinx Regional Transportation Plan is a baseline assumption in the study model. The need and location for potential new transit infrastructure and/or improvements to existing infrastructure has not yet been identified.
- 4.2.2 The Project Team was asked to clarify how the areas of interest were identified. The Project Team indicated that the areas of interest were identified through discussions with municipal staff and by establishing a set of criteria.
- 4.2.3 It was requested that the Project Team clarify if the study will be looking at east-west and north-south connections. The Project Team indicated that they are not just looking at east-west opportunities but also possible north-south connections.
- 4.2.4 A question was asked regarding why there were no areas of interest identified within the Greenbelt. The Project Team noted that development pressure on these lands is minimal due to the Greenbelt's Provincial protection.

**4.3 Area of Interest #7 Refinements**

- 4.3.1 A large scale industrial rezoning is currently occurring in the southern parcel of Area of Interest #7. As a result, there is not a lot of opportunity for a corridor through the Aberfoyle area.
- 4.3.2 The County of Wellington offered to send the Project Team further

COUNTY OF

**ITEM PROCEEDINGS:**

**ACTION BY:**  
**WELLINGTON**

information on the development pressures in the southern parcel of Area of Interest #7. The County would like to work with the Project Team to determine if there is an opportunity to protect lands there.

*[Note: The County of Wellington submitted information to the Project Team via email on Wednesday, March 4, 2009]*

4.3.3 There has been interest in the lands west of the northern parcel of Area of Interest #7 for industrial use and/or a golf range.

4.3.4 The County of Wellington noted that the Paris Galt Moraine and an important local aquifer are located south of the northern parcel of Area of Interest #7. The Project Team asked attendees how protected the Paris Galt Moraine is within local policy. The County of Wellington noted that there is local interest in protecting the moraine and adding it to the Greenbelt protected lands. A local policy is in place that protects the moraine. The Project Team requested a copy of the local policy.

**COUNTY OF  
WELLINGTON**

4.3.5 There has been interest in developing a soon to be rehabilitated aggregate operation in the north-west corner of the southern parcel of Area of Interest #7. If this application is received, the County of Wellington suggested that the southern parcel of Area of Interest #7 should be expanded to include this development.

4.3.6 The Project Team informed attendees of the upcoming Guelph PIC date and location – March 4, 2009, 4 to 8 p.m., River Run Performing Arts Centre. The purpose of the PIC will be to present problems and opportunities. Attendees were made aware that Area of Interest #7 will be displayed at the PIC as shown on the handouts.

4.3.7 Municipal staff questioned the basis for Area of Interest #7's inclusion as an area of interest due to the environmental and development constraints. The Project Team noted that the primary reason for their identification was the development activity in the area and their locations relative to Highway 401 and Highway 6. The Project Team will re-evaluate whether Area of Interest #7 will still be included as an area of interest.

**CJV**

**4.4 Corridor Protection**

4.4.1 A question was asked regarding whether development would be frozen in the areas of interest until the completion of the study, ie. 10 to 15 years. The Project Team indicated that this was not the case. The Project Team clarified that the term "Area of Interest" refers to an area experiencing high development pressures that should be monitored to ensure corridor opportunities are not lost if it is determined that new infrastructure is required. The Project Team does not want to preclude any reasonable transportation options in future stages of the EA, thus a better understanding of the status of land use and development applications in these areas is needed.

4.4.2 A question was raised regarding when the areas of interest would be released. The Project Team indicated that by Spring 2010 the study will have determined if new infrastructure is required and the endpoints and possible connections. Select areas of interest may be excluded at that time.

4.4.3 A comment was raised by the County of Wellington that the Province will need to justify deferring any development applications with adequate transportation rationale.

4.4.4 The Project Team clarified the intent of the development application request letters that will be sent to municipal staff. MTO explained that the letters will



**ITEM PROCEEDINGS:**

**ACTION BY:**

outline that 2 types of development applications be circulated to the Province for comment:

1. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium which are outside of the current Urban Boundary
2. Notice of all applications for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plans of Subdivision or Condominium and Zoning By-law Amendments which are within the areas of interest identified.

The letters will include copies of the study area consolidated land use map and detailed maps of the areas of interest. The Province will review applications and determine if a protection strategy is needed. The letters will be sent upon completion of the municipal workshop sessions.

- 4.4.5 The Project Team was asked to ensure that the purpose of the development application request letters is explicitly clear, particularly for those at the political level.
- 4.4.6 A question was raised as to what Provincial ministry would be commenting on behalf of the study. MTO clarified that municipal staff can expect to receive comments from MMAH as MTO will provide its comments through MMAH as part of the “One-Window” process.
- 4.4.7 The County of Wellington indicated that most developers in the County would likely understand and submit to a one year application delay while the Project Team acquired further study information. The Project Team informed municipal staff that if the developers in Area of Interest #7 show an interest in meeting with the Project Team to discuss the study, a meeting can be arranged.

**4.5 General Discussion**

- 4.5.1 The City of Guelph indicated that there is an outstanding public perception that Highway 401 will be expanded. The Project Team explained that the need and location for potential new transit infrastructure and/or improvements to existing infrastructure has not yet been identified.
- 4.5.2 The City of Guelph noted that the City and the County of Wellington are experiencing development pressures in the south, which is opposite to the northern development pressures of Peel and York.
- 4.5.3 The City of Guelph indicated that over 15 years ago a study was completed that discarded transportation options in northern Guelph.
- 4.5.4 The County of Wellington noted that an east side connection to Highway 401 has been evaluated as an adequate roadway alternative in earlier County transportation studies.
- 4.5.5 The City of Guelph suggested that the Project Team split the study area in order to accelerate corridor planning in the western study area where development pressure is significantly lower. A linkage between the eastern and western corridors could then be determined at a later date. The comment was noted.
- 4.5.6 Truck traffic was noted as an issue in northern Guelph/Wellington.
- 4.5.6 The Project Team informed attendees that a presentation regarding the study problems and opportunities was given at a joint Wellington County and City of Guelph Council Meeting on Thursday, February 26, 2009.
- 4.5.7 The City of Guelph requested copies of the traffic forecasts projected by the

CITY OF

**ITEM PROCEEDINGS:**

**ACTION BY:**

study transportation model. The Project Team asked the City of Guelph to send the team a list of specific requests. The Project Team also noted that the Draft Area Transportation Problems and Opportunities Report to be released in May 2009 will contain further detail on these forecasts.

**GUELPH**

**5.0 What's Next/Other Business**

5.1 The Project Team requested that if municipal staff identify anything that needs to be updated on the consolidated land use plan or the area of interests that they contact Jim Dymont at Meridian Planning. Information requesting specific sites of aggregate operations was also requested.

**COUNTY/  
CITY**

5.2 The Project Team will distribute individual minutes of each municipal workshop session and an overall summary of all of the workshop sessions to attendees.

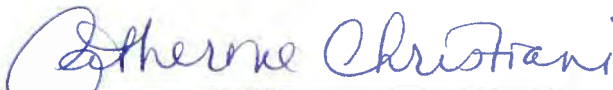
**CJV**

5.3 The Project Team noted that the project website would be updated with the PIC display material on Wednesday, March 4, 2009. The project website address was given to attendees: [www.gta-west.com](http://www.gta-west.com)

**The meeting adjourned at 2:30 p.m.**

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).*

Minutes Prepared by:  
**Ecoplans Limited**



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Catherine Christiani

cc: Attendees  
Project Team Members

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**APPENDIX P**  
**FIRST NATIONS PUBLIC INFORMATION**  
**CENTRE #2 NOTIFICATION MATERIALS**

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**Ministry of  
Transportation**

**Ministère des  
Transports**

Provincial and Environmental Planning Office  
301 St. Paul Street, 2<sup>nd</sup> Floor  
St. Catharines, Ontario L2R 7R4  
Tel. (905) 704-2098  
Fax. (905) 704-2007



February 4, 2009

Chief Kris Nahrgang  
Kawartha Nishnawbe First Nation  
257 Big Cedarlake Road  
Burleigh Falls, Ontario  
K0L 2H0

Dear Chief Nahrgang:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Studies  
Notice of Public Information Centre #2**

The Ontario Ministry of Transportation has initiated the EA study for the above noted transportation planning project. The purpose of this study is to examine long-term transportation problems and opportunities and to assess alternative solutions that will link urban growth centres and expand the transportation capacity within the Study Corridor.

The second round of Public Information Centres (PICs) has been arranged for the study and will be taking place on March 4, 5, 9, 10 and 11, 2009. A copy of the Ontario Government Notice that will be appearing in local newspapers and provides the dates and locations of the PICs is attached for your reference.

The focus of this round of PICs is to provide interested stakeholders and members of the public with an opportunity to review and comment on recent work towards the identification of Problems and Opportunities.

The First Nation community members are invited to attend these informal, public sessions to view maps and displays that illustrate the problems and opportunities within the Study Area. Team members from the Study Team will be available to answer questions, receive comments and discuss the next steps in the study.

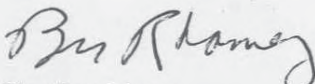
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In addition, please be advised that the Study Teams are willing to make a presentation to the First Nation's community and/or Council on the information to be profiled at the PICs. If interested, please contact the Project Coordinators to schedule a date and time.

Should you require further information in this regard, please feel free to contact Mr. Jin Wang, the Project Coordinator for the GTA West Corridor study, at 905-704-2117.

Sincerely,

  
for Shelley Tapp  
Manager

Attch.

c. Jin Wang - MTO

Provincial and Environmental Planning Office  
301 St. Paul Street, 2<sup>nd</sup> Floor  
St. Catharines, Ontario L2R 7R4  
Tel. (905) 704-2098  
Fax. (905) 704-2007



February 4, 2009

Chief Brian LaForme  
Mississaugas of the New Credit First Nation  
2789 Mississauga Road  
R.R. #6  
Hagersville, Ontario  
N0A 1H0

Dear Chief LaForme:

**RE: Niagara to GTA Corridor and GTA West Corridor Planning and Environmental  
Assessment (EA) Studies  
Notice of Public Information Centre #2**

The Ontario Ministry of Transportation has initiated EA studies for each of the above noted transportation planning projects. The purpose of these studies is to examine long-term transportation problems and opportunities and to assess alternative solutions that will link urban growth centres and expand the transportation capacity within each Study Corridor.

The second round of Public Information Centres (PICs) has been arranged for both of these studies:

- Niagara to GTA Corridor - February 24, 26 and March 3, 2009
- GTA West Corridor - March 4, 5, 9, 10 and 11, 2009

A copy of the Ontario Government Notice that will be appearing in local newspapers and provides the dates and locations of the PICs is attached for your reference.

For the Niagara to GTA Corridor, the focus of this round of PICs is to present the approach to predicting future transportation conditions, the transportation problems identified through the forecasting exercise, and opportunities identified through the Goals and Objectives Discussion Paper.

For the GTA West Corridor, the focus of this round of PICs is to provide interested stakeholders and members of the public with an opportunity to review and comment on recent work towards the identification of Problems and Opportunities.




The First Nation community members are invited to attend these informal, public sessions to view maps and displays that illustrate the problems and opportunities within these two Study Areas. Team members from both Study Teams will be available to answer questions, receive comments and discuss the next steps in these studies.

In addition, please be advised that the Study Teams are willing to make a presentation to the First Nation's community and/or Council on the information to be profiled at the PICs. If interested, please contact the Project Coordinators to schedule a date and time.

Should you require further information in this regard, please feel free to contact Mr. John Slobodzian, Project Coordinator for the Niagara to GTA Corridor study, at 905-704-2204 or Mr. Jin Wang, the Project Coordinator for the GTA West Corridor study, at 905-704-2117.

Sincerely,

  
for Shelley Tapp  
Manager

Attch.

- c. John Slobodzian – MTO  
Jin Wang – MTO  
Margaret Sault – Mississaugas of the New Credit First Nation

Provincial and Environmental Planning Office  
301 St. Paul Street, 2<sup>nd</sup> Floor  
St. Catharines, Ontario L2R 7R4  
Tel. (905) 704-2098  
Fax. (905) 704-2007



February 4, 2009

Leroy Hill  
Haudenosaunee Confederacy Council  
Haudenosaunee Resource Centre  
2634 6th Line, R.R. #2  
Ohsweken, Ontario  
N0A 1M0

Dear Mr. Hill:

**RE: Niagara to GTA Corridor and GTA West Corridor Planning and Environmental  
Assessment (EA) Studies  
Notice of Public Information Centre #2**

The Ontario Ministry of Transportation has initiated EA studies for each of the above noted transportation planning projects. The purpose of these studies is to examine long-term transportation problems and opportunities and to assess alternative solutions that will link urban growth centres and expand the transportation capacity within each Study Corridor.

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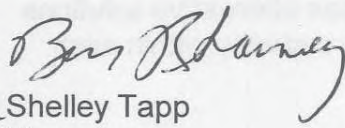


The people of Six Nations are invited to attend these informal, public sessions to view maps and displays that illustrate the problems and opportunities within these two Study Areas. Team members from both Study Teams will be available to answer questions, receive comments and discuss the next steps in these studies.

In addition, please be advised that the Study Teams are willing to make a presentation to the Six Nations community and/or Council on the information to be profiled at the PICs. If interested, please contact the Project Coordinators to schedule a date and time.

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Sincerely,

  
for Shelley Tapp  
Manager

Attch.

- c. John Slobodzian - MTO  
Jin Wang - MTO

Provincial and Environmental Planning Office  
301 St. Paul Street, 2<sup>nd</sup> Floor  
St. Catharines, Ontario L2R 7R4  
Tel. (905) 704-2098  
Fax. (905) 704-2007



February 4, 2009

Chief William Montour  
Six Nations of the Grand River Territory  
P.O. Box 5000  
Ohsweken, Ontario  
N0A 1H0

Dear Chief Montour:

**RE: Niagara to GTA Corridor and GTA West Corridor Planning and Environmental  
Assessment (EA) Studies  
Notice of Public Information Centre #2**

The Ontario Ministry of Transportation has initiated EA studies for each of the above noted transportation planning projects. The purpose of these studies is to examine long-term transportation problems and opportunities and to assess alternative solutions that will link urban growth centres and expand the transportation capacity within each Study Corridor.

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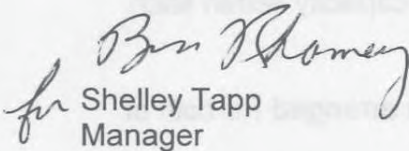


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Sincerely,

  
for Shelley Tapp  
Manager

Attch.

- c. John Slobodzian – MTO
- Jin Wang – MTO
- Lonny Bomberly – Six Nations of the Grand River Territory
- Kate Cave – Six Nations of the Grand River Territory