

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/06/24	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2021/06/15
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POSITION(S)/TITLE(S) Senior Project Engineer, Senior Project Engineer, Project Manager, Consultation Lead

NAME OF ORGANIZATION(S) MTO, WSP and AECOM
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) GTA West presentation

A formal presentation will accompany my delegation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input checked="" type="checkbox"/> Adobe File or Equivalent (.pdf)		
<input type="checkbox"/> Picture File (.jpg)	<input type="checkbox"/> Video File (.avi,.mpg)	<input type="checkbox"/> Other <input type="text"/>
Additional printed information/materials will be distributed with my delegation : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Attached		

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**
Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).
Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

Notice with Respect to the Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca

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

Region of Peel – Regional Council Meeting

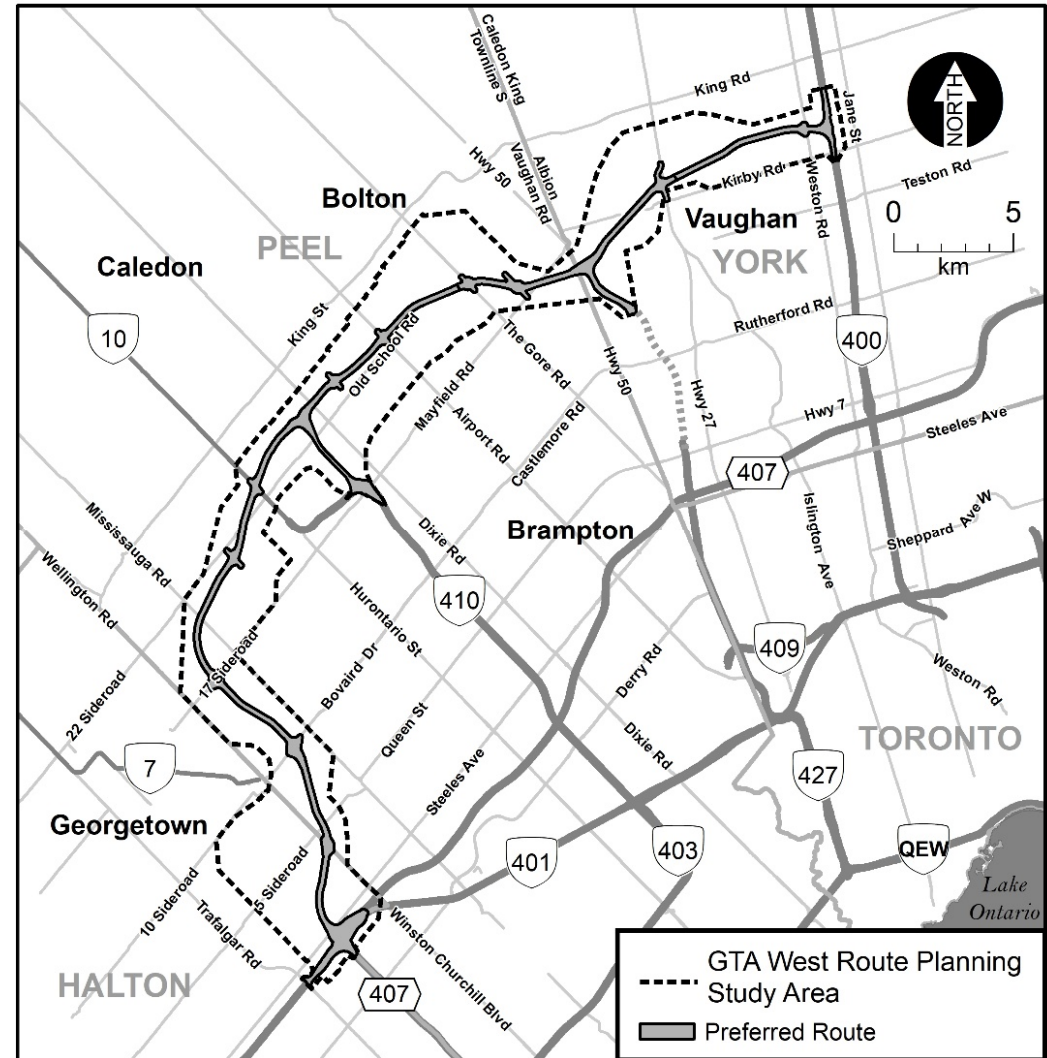
June 24, 2021

- Stage 1 focused on long-term transportation problems and opportunities:
 - Optimizing the existing transportation and transit network and significantly investing in transit would not be enough.
 - GTA West Highway and Transitway corridor is still required.



- Stage 2 focuses on a new highway and transit corridor:

- Stage 2 focuses on a new highway and transit corridor:
 - Extending from Highway 401/407 ETR interchange areas in the west to Highway 400 in the east.
 - Includes a 400-series highway and transit corridor, potential goods movement priority features, and other potential features like electric vehicle charging stations at carpool lots.



Federal Impact Assessment (IA)

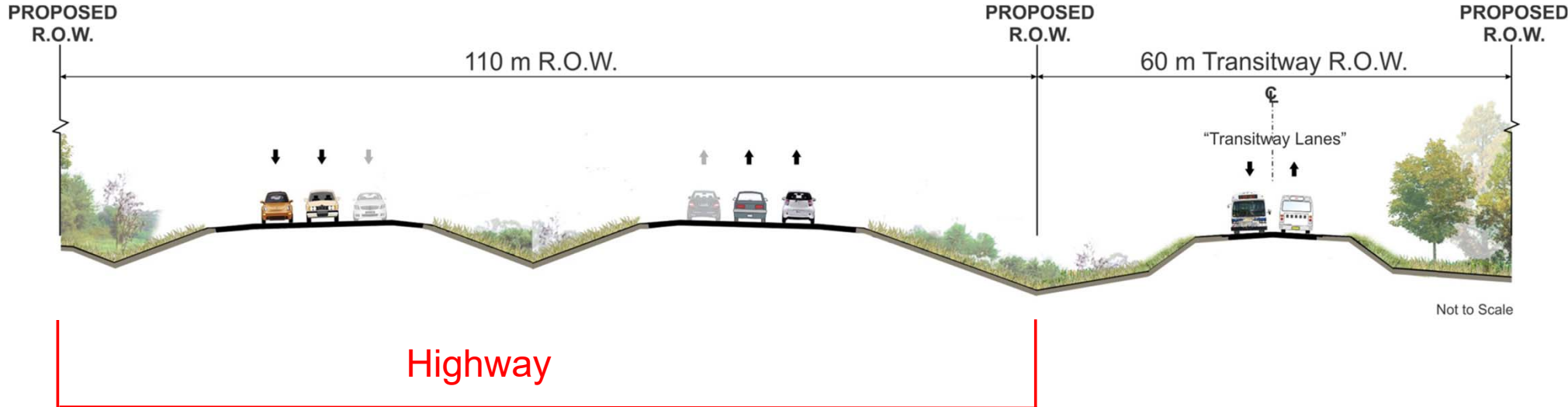
- On May 3, 2021, the Federal Minister of Environment and Climate Change determined the GTA West Study warrants designation under the Impact Assessment Act (IAA).
 - The project team is working with the Impact Assessment Agency of Canada (the Agency) to identify potential impacts to project timelines and costs, and to determine the next steps.
- A designation of the GTA West project for a Federal IA does not replace the provincial Environmental Assessment (EA) process underway. The provincial EA process is still required, and it is among the most stringent assessment processes on record.
 - We will continue with our planned public and Indigenous community consultations and engagements.

Planning *With Vision,* Planning *For People*

- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041 and beyond. By 2051, the population of the GGH is expected to grow to almost 15 million people, who will represent approximately 7 million jobs.
- Congestion already costs the GTA \$11 billion per year in lost productivity. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.
- We are committed to an open and transparent process that provides opportunities for Indigenous communities, the public and all stakeholders to help shape the outcome of the project.
- We are striving to arrive at a solution that provides the best balance of benefits and impacts for the local communities and users of the transportation system.
 - To accomplish this, we are committed to engaging and consulting Indigenous communities, the public and stakeholders in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship.

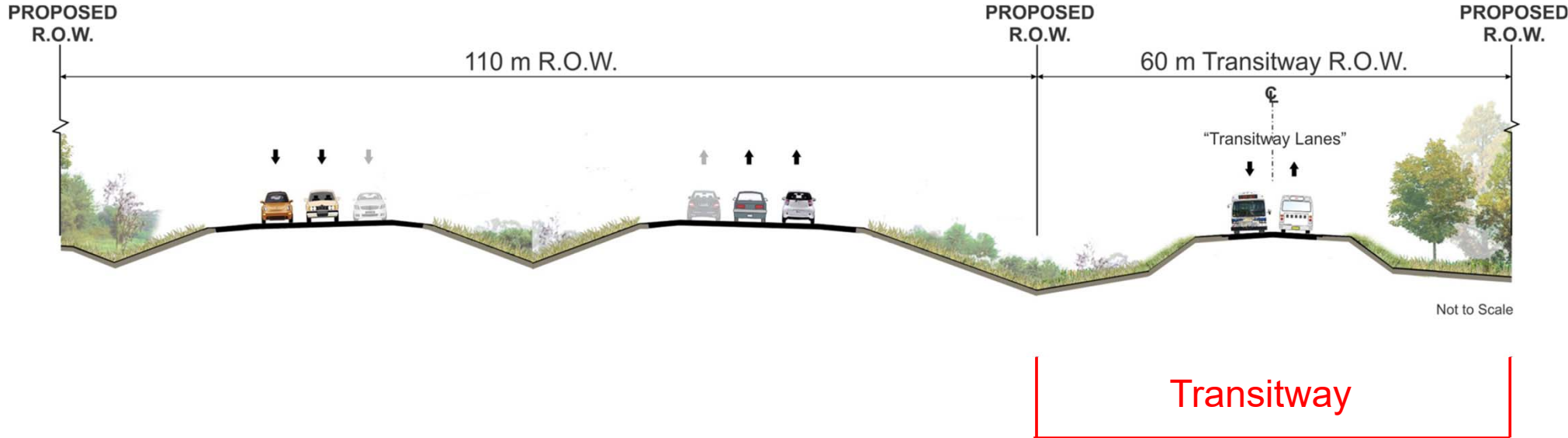
GTA West – Facts

- Motorists that travel the entire GTA West highway in rush hour will **save approximately 30 minutes (not 30 seconds)** compared to driving via Hwy 401 and Hwy 400.
 - Without strong action, the projected population growth in the GGH will overwhelm our existing infrastructure.
- Our government recognizes the importance of the Greenbelt. The GTA West Preferred Route was chosen, in part, to mitigate impacts to the Greenbelt.
 - January 2021 Toronto Star article quoted 1011.7 ha of Greenbelt land impacted but the real numbers based on 30% preliminary design are approximately 170 ha for the entire study area.
 - We are using the Greenbelt Guideline to further avoid and mitigate impacts during the preliminary design stage.
- Expansion to existing GTA Freeways and Tollways are not enough to accommodate demand. There will be a significant increase in highway usage in the next few decades given the expected population growth in the GGH.



New Highway Corridor

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



New Transit Corridor

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

Potential Goods Movement Priority Features



Truck Only Lanes

freightwaves.com



Intelligent Transportation Systems Features (variable message signs, real time traveler information)



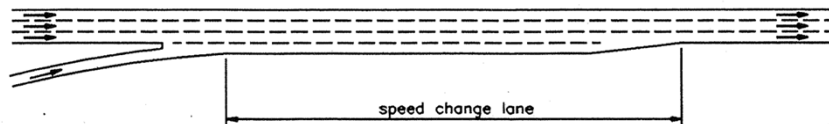
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



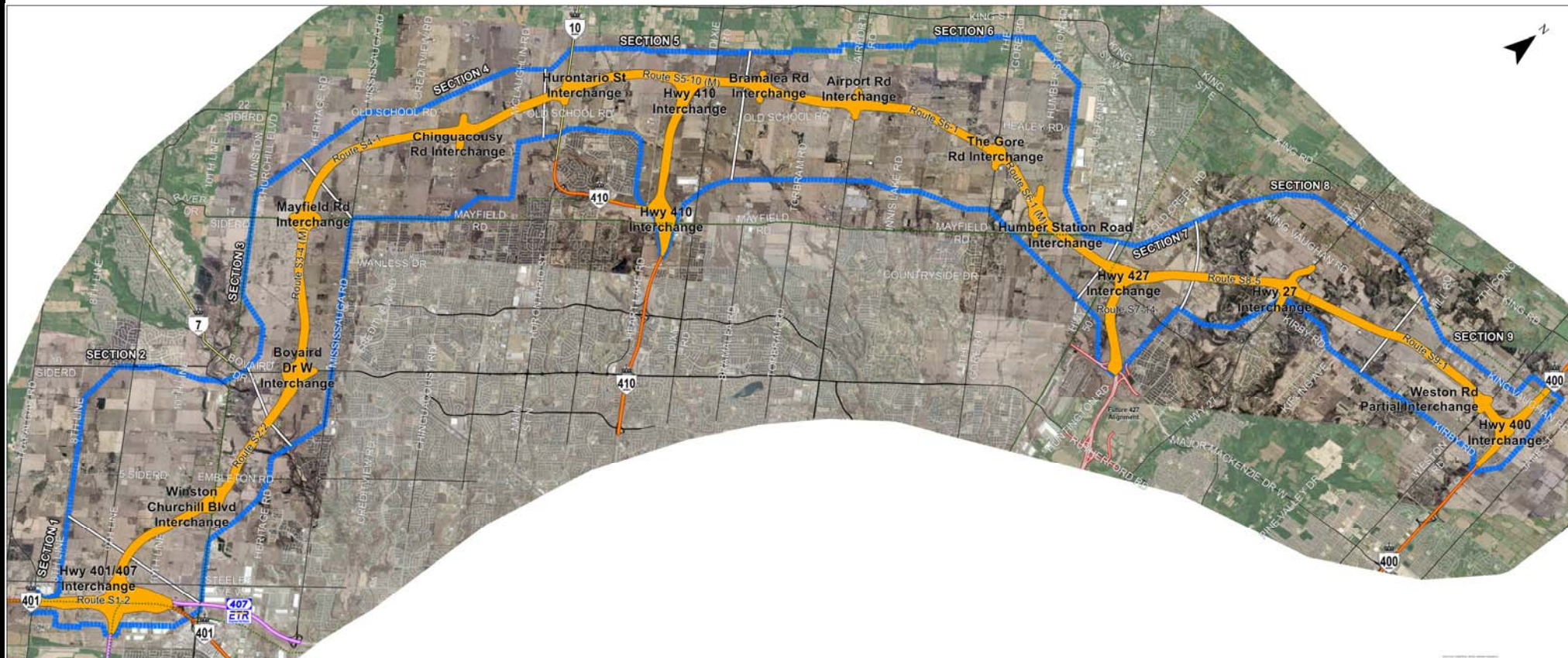
Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

bristoltruckrentals.com

Preferred Route

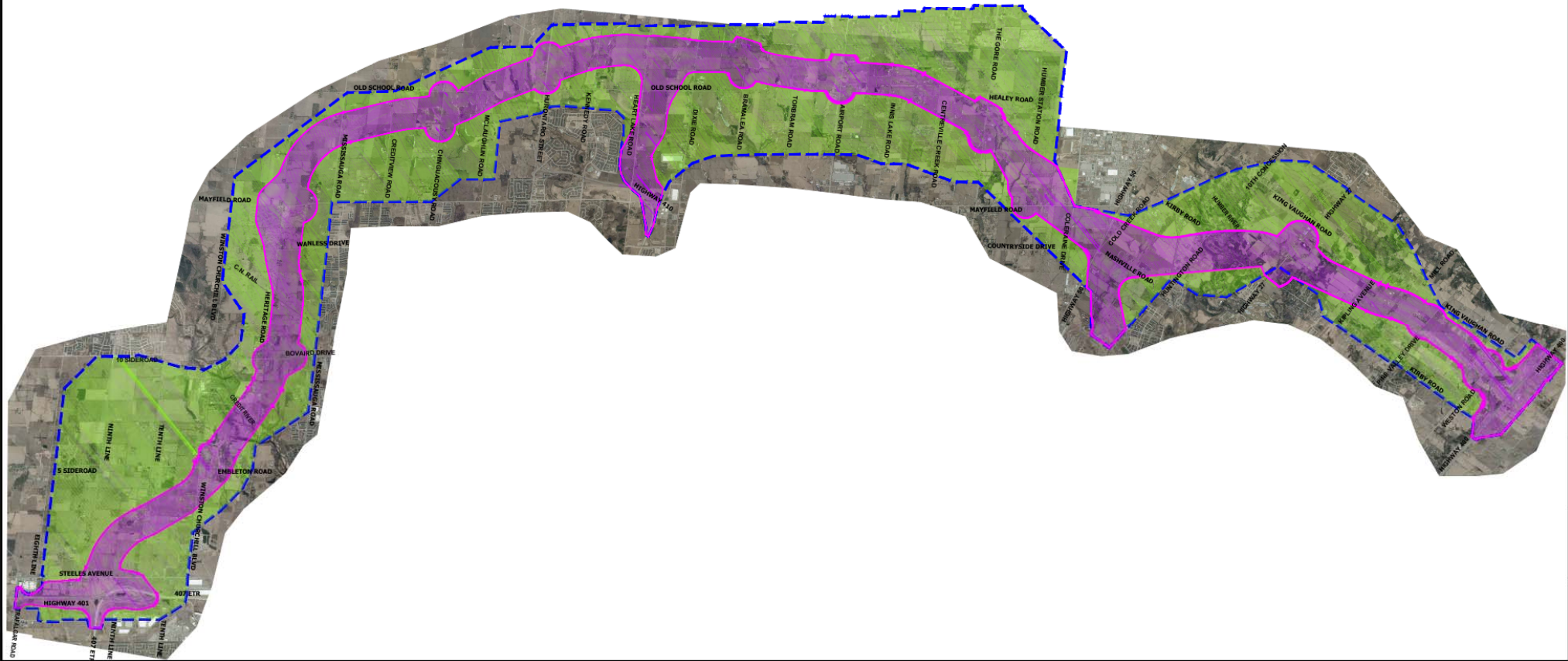


Route Planning Study
Area



Preferred Route and
Interchange
Locations

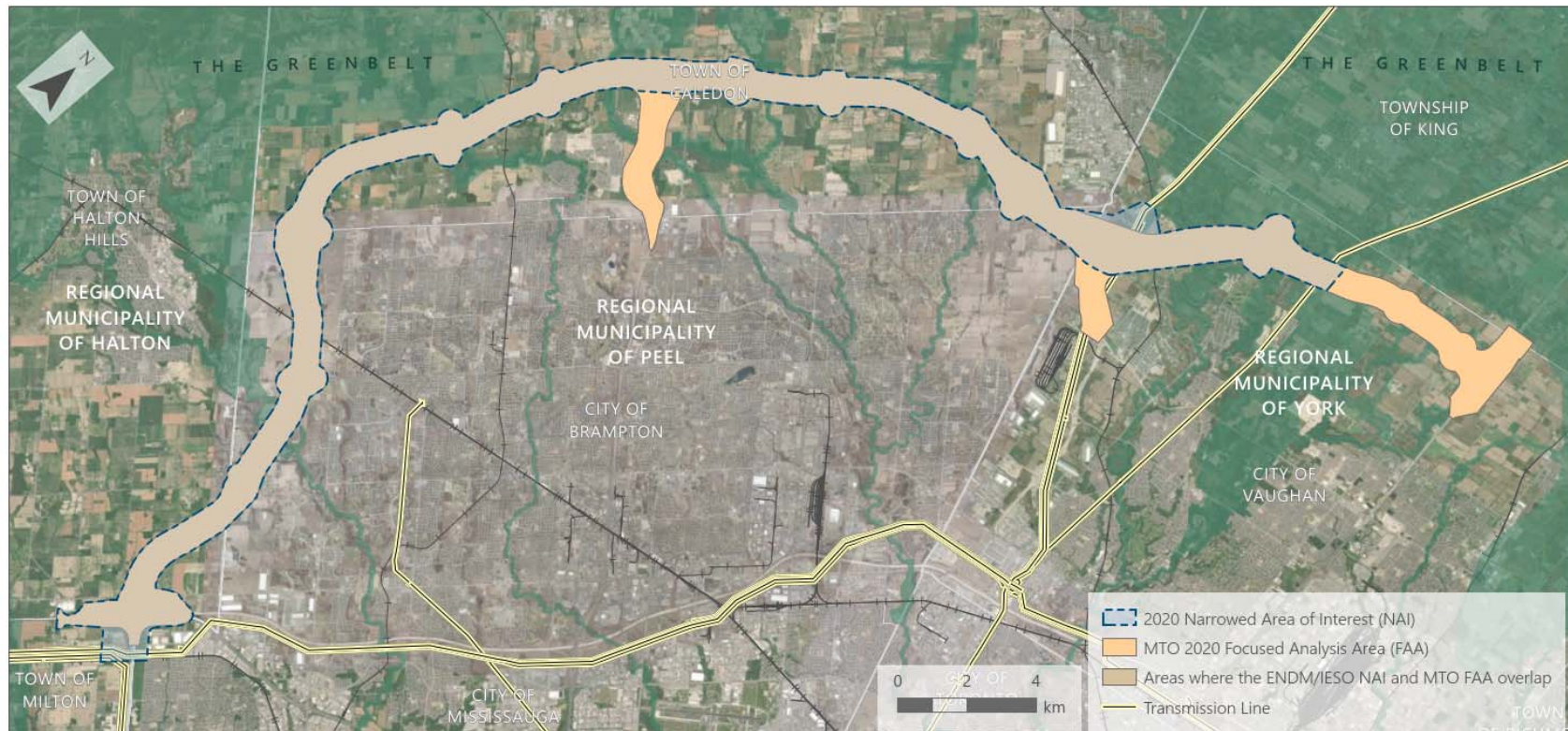
2020 Focused Analysis Area (FAA)



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

Northwest GTA Transmission Corridor Identification Study

- In June 2019, the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated a study to identify an electricity transmission corridor adjacent to the GTA West highway and transit corridor.
 - This study is separate from the Ministry of Transportation's GTA West Highway and Transit Corridor Study.
 - The two project teams are coordinating but are following different processes with different timelines.
 - Contact NWGTATransmissionCorridor@ontario.ca for information on the electricity transmission corridor study.



Ontario Ministry of Energy, Northern Development and Mines. 2020

Field Investigations

- Field investigations will inventory the natural, social, cultural and other infrastructure features in the study area.
- Permission to enter properties have been received from some owners to allow access to lands in order to obtain valuable field information that is helping to develop the preliminary design of the Preferred Route.

Discipline	Type of Field Investigation
Natural Environment	Fisheries (2020 & 2021), Wildlife (2020 & 2021), Wetlands (2020 & 2021), Vegetation (2020 & 2021)
Socio-Economic Environment	Land Use (2021), Agriculture (2021), Potentially Contaminated Sites (2021)
Cultural Environment	Archaeology (2021 & 2022), Built Heritage (2020 & 2021), Cultural Heritage Landscapes (2020 & 2021)
Engineering	Fluvial Geomorphology (2020 & 2021), Drainage (2021), Structural (2021), Foundations (2021), Pavement (2022), Electrical (2022), Erosion and Sediment Control (2021)

ENGINEERING INVESTIGATIONS

Preliminary design includes seamless coordination of technical, environmental and consultation disciplines, which work in parallel on various aspects of the Preferred Plan. When there is a modification or refinement in one discipline, there is often a need to make corresponding adjustments in other disciplines.

Advance traffic management systems (ATMS)

- Investigate and design feasible ATMS options (e.g. closed-circuit TV cameras, variable message signs, traffic data collection, etc.)

Foundations

- Drill boreholes to collect information about strength and other physical properties of underlying soils and rocks
- Prepare recommendations for foundations of bridges and culverts

Pavement

- Drill boreholes and pavement cores to collect information about subsurface conditions
- Provide pavement composition/thickness recommendations

Bridges

- Modelling to understand traffic queues and delays
- Prepare preliminary traffic management plan

Highway and transitway

- Develop 3D model to confirm:
 - Roadway alignments and cross-sections
 - Grading and property requirements
 - Utility impacts
- Integration with regional and local roads, transit services, and active transportation plans
- Constructability and construction staging requirements

Traffic

- Modelling to understand traffic queues and delays
- Prepare preliminary traffic management plan

Electrical

- Evaluate illumination warrants
- Perform lighting calculations
- Evaluate lighting alternatives
- Prepare layouts for electrical equipment (lighting and traffic signals)

Value engineering study

- Arrange for an independent review of the Preferred Plan
- Results will confirm approaches or recommend innovative solutions that increase benefits and reduce costs without compromising the functional and value objectives of the study

Risk assessment study

- Analyze project risks throughout the life cycle of the project
- Identify and track appropriate steps to eliminate or reduce risks to acceptable levels

Drainage and hydrology

- Analysis and design to:
 - Ensure adequate drainage of the corridor
 - Ensure appropriate sizing of watercourse bridges/culverts
 - Confirm the type of erosion protection and stormwater management required

* The highway and transit corridor right-of-way is preliminary (alignment to be confirmed) .

ENVIRONMENTAL STUDIES

We are currently completing studies to establish baseline conditions, complete impact assessments and develop measures to avoid, minimize or mitigate potential effects in the following areas:

Landscape composition

- Examine existing landscape conditions
- Identify mitigation and enhancement treatments for significant vegetation, viewsheds, topography and landform

Contaminated property and waste management

- Identify, investigate and assess any properties/sites with high potential for potential environmental concern

Surface water and fluvial geomorphological

- Review existing conditions
- Identify measures to mitigate future erosion risk
- Identify stormwater management and watercourse impacts and mitigation

Groundwater

- Characterize hydrogeological conditions
- Identify potential groundwater impacts and mitigation

Built heritage and cultural heritage landscapes

- Map resources to identify areas and individual sites of particular significance and sensitivity

Noise

- Identify noise sensitive areas
- Conduct noise modelling analysis to determine impacts
- Determine need and type of noise mitigation

Air quality and greenhouse gas emissions

- Follow MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, as it relates to assessing and mitigating impact to air quality

Snow drift

- Calculate the amount of snow available to drift towards the highway using numerical modelling tools
- Identify potentially problematic areas for snow drifting onto the infrastructure
- Recommend mitigation for each potentially problematic area

Land use factors including agriculture

- Update land use information using field reviews, aerial photography, mapping and municipal information
- Undertake Agricultural Impact Assessment, or equivalent study
- Provide recommendations that minimize impact on agriculture and existing/proposed land uses

Archaeology

- Identify archaeological resources through background review and field studies
- Recommend mitigation measures or requirement of Stage 3 assessment as necessary

Terrestrial ecosystem

- Assess wildlife habitat, wetlands, and designated areas
- Complete plant inventories and conduct species at risk screening
- Inventory Greenbelt designated lands
- Consider measures to avoid, minimize or mitigate potential effects (including using the Greenbelt Guideline)

Fish and fish habitat

- Conduct aquatic habitat surveys
- Conduct species at risk screening
- Consider measures to avoid, minimize or mitigate potential effects

* The highway and transit corridor right-of-way is preliminary (alignment to be confirmed) .

Study Process – Consultation & Engagement

- Public Information Centres (3 rounds).
- Community Workshops (4 rounds).
 - 2 rounds focused on Community Value Plans.
- Ongoing consultation and engagement with Indigenous communities.
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations.
- Website, e-mail, toll-free telephone line, Twitter, Ontario Government Notices, and brochures.
- **Additional public meetings – like the upcoming Community Engagement Webinar this summer.**



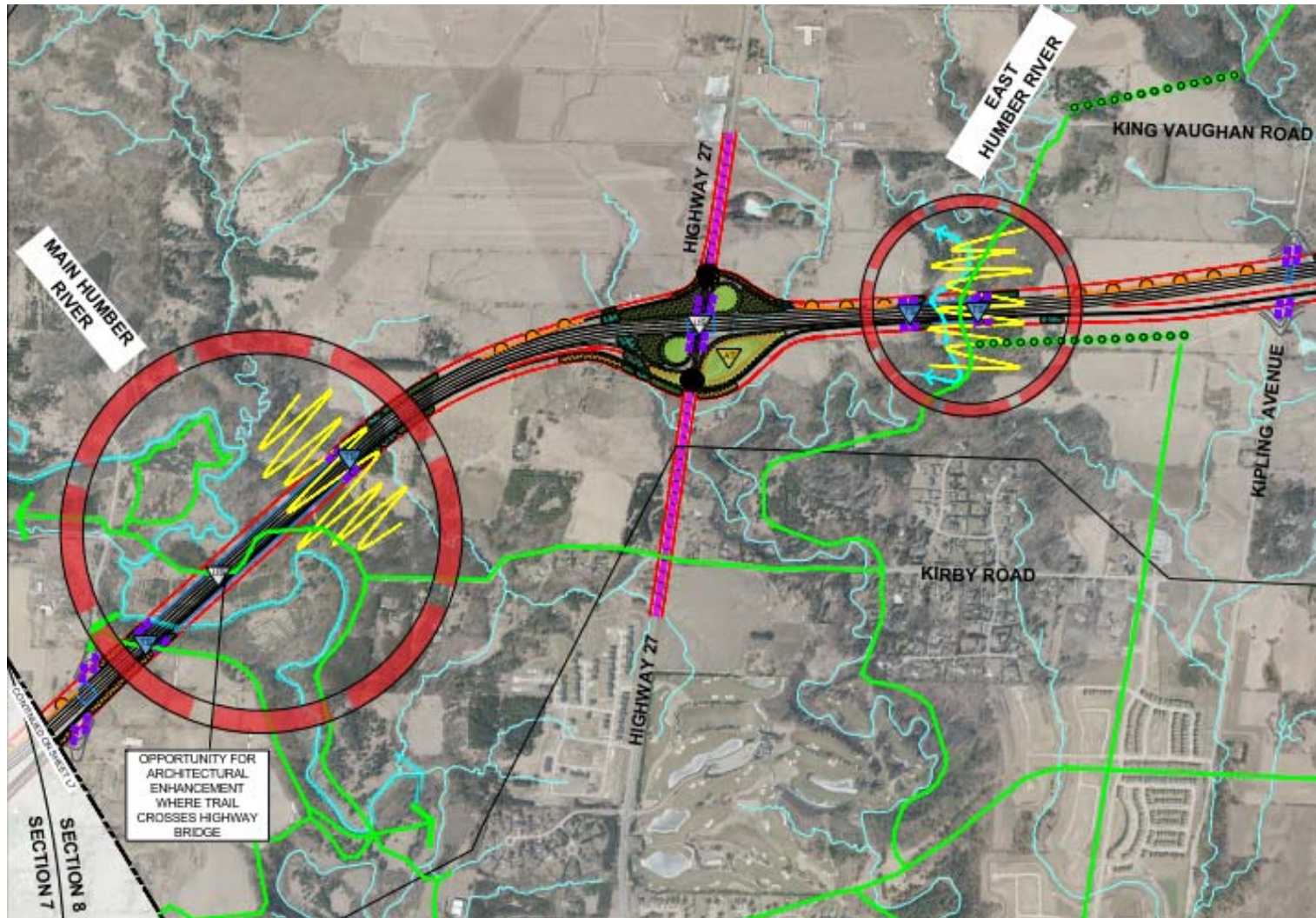
WEBSITE		www.gta-west.com
EMAIL		project_team@gta-west.com
TOLL-FREE		1-877-522-6916
TWITTER		@GTAWestStudy

Summary of Community Value Plan (CVP) Meeting #3 - May 2021

- The CVP is a collaborative process that includes participation from residents, landowners, businesses and other interested stakeholders from the community.
- The result will be design recommendations that enhance the highway and transit corridor's treatment of landscape, cultural, social, historical and/or environmental elements of value to the community.
- CVP Meeting #3 held in May 2021 further explored how to incorporate public input into the design:
 - Aesthetics, landscaping, trails and wildlife crossings, artistic elements at gateways and bridges, buffering/protection of heritage sites, and others!



Straw Model Designs Illustrating the CVP Toolkit



* CVP Toolkit is preliminary and subject to change

Feedback From Community Value Plan Meeting #3

- Active transportation:
 - Pleased that transit stations will include active transportation features (e.g. bicycle parking) and trail connections.
 - Satisfied that the project team is working with conservation authorities and considering connections to their trails.
- Buffering treatments:
 - Interest in buffering mitigation at St. Stephen's Hornby Anglican Church and St. Elias The Prophet Ukrainian Church.
 - Interest in aesthetic treatments to buffer St. Elias Church property, which has heritage designation under the Heritage Act.
 - Looking for measures to minimize impacts to the Valleywood community (e.g. noise, air quality, EMS access).
- Agriculture:
 - Continued interest in measures to move large agricultural equipment (e.g. appropriately sized underpasses to avoid out-of-way travel to move between fields).
- Highway design:
 - Interest in OnRoute plazas and truck inspection stations along the corridor.
 - Continued interest in roundabouts at intersections with municipal roads.

Next Steps

Summer – Fall/Winter 2021	<p>Further develop the draft Community Value Plan and preliminary design of the Preferred Route.</p> <p>Work with the Impact Assessment Agency of Canada to clarify next steps in the Impact Assessment process.</p>
Mid-Summer 2021	<p>Community Engagement Webinar – open to all.</p>
TBD 2021	<p>Continue to meet with Indigenous Communities, Advisory Groups and Regional Municipal Councils.</p> <p>Public Information Centre is expected in late 2021.</p>

*** Schedule is subject to change**

Questions?