
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

APOLOGIES:

Municipalities

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

PURPOSE:

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.

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.	
2.0	Project Team Presentation	
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.	
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 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. **PT**
- 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

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- 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**

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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.*

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



Catherine Christiani

cc: Attendees
Project Team Members
Municipal Advisory Group Contact List