

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>Agencies</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>MTO</u>	
Jin Wang	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning
 <u>Consultant Joint Venture (CJV)</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.

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 CO₂ 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

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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



Catherine Christiani

cc: Attendees
Project Team Members
Regulatory Agency Advisory Group Contact List