



GTA West Transportation Corridor Planning  
and Environmental Assessment Study -  
Stage 2

Community Workshop #2  
Summary Report

November 2015



Ontario



MMM GROUP

**AECOM**

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# 1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West transportation corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)*, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and
- Greater economic vitality.

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act (EA Act)* and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

As part of the study’s consultation program, a number of Community Workshops are being held at key milestones. The Community Workshops are opportunities for stakeholders to provide input on the direction and findings of the study, and are opportunities for the project team to gain a sense of the broader community’s reaction to the study. Together stakeholders and the project team can discuss how issues might be addressed as the study progresses.

Community Workshop #2 was held in June 2015. Three separate sessions were initially planned during the evening hours at three different venues, with each one focusing on a different geographic section of the GTA West Study Area. Due to a high interest from the public in the Halton and Peel Regions to attend the Community Workshops, two afternoon sessions were added in those areas to accommodate the demand. The Community Workshops consisted of independent facilitation, presentations, project team-facilitated table discussions, and time for members of the public to speak individually with project team members. Community Workshop #2 was held as follows:

<p><b>June 18, 2015 6:30 – 9:00 PM</b>  <i>Venetian Salon</i>  <b>Château Le Jardin</b>            8440 Highway 27            Woodbridge, ON</p> <p><b>Focus on the East Section of the            GTA West Study Area</b></p>	<p><b>June 22, 2015 2:00-4:30 PM</b>  <i>Alcott Arena Floor</i>  <b>Mold Masters SportsPlex</b>            221 Guelph Street            Georgetown, ON</p> <p><b>Focus on the West Section of            the GTA West Study Area</b></p>	<p><b>June 25, 2015 2:00-4:30 PM</b>  <i>Peel Junior Farmers Hall</i>  <b>Brampton Fairgrounds</b>            12942 Heart Lake Road            Caledon, ON</p> <p><b>Focus on the Central Section of            the GTA West Study Area</b></p>
	<p><b>June 22, 2015 6:30 – 9:00 PM</b>  <i>Alcott Arena Floor</i>  <b>Mold Masters SportsPlex</b>            221 Guelph Street            Georgetown, ON</p> <p><b>Focus on the West Section of            the GTA West Study Area</b></p>	<p><b>June 25, 2015 6:30 – 9:00 PM</b>  <i>Peel Junior Farmers Hall</i>  <b>Brampton Fairgrounds</b>            12942 Heart Lake Road            Caledon, ON</p> <p><b>Focus on the Central Section of            the GTA West Study Area</b></p>

Glenn Pothier of GLPi was the independent facilitator for the workshops. **Table 1** lists the project team members that staffed Community Workshop #2 and their roles during the sessions.

**Table 1. Project Team Representatives at Community Workshop #2**

<b>Ministry of Transportation</b>	
Natalie Rouskov (MTO) – Project Manager <i>Presenter, Floater</i>	Rina Kulathinal (MTO) – Area Manager (Acting) <i>Floater</i>
Adrian Firmani (MTO) – Corridor Management Planner <i>Floater</i>	Sarah Merriam (MTO) – Environmental Planner and Consultation Team Lead <i>Table Facilitator</i>
<b>Consultant Team – Management</b>	
Neil Ahmed (MMM) – Consultant Project Manager <i>Presenter, Table Facilitator</i>	Katherine Jim (MMM) – Deputy Consultant Project Manager <i>Table Facilitator</i>
<b>Consultant Team – Highway Design</b>	
Tim Soroichinsky (AECOM) – Highway Design Lead (West Section) <i>Presenter, Table Facilitator</i>	Brenda Jamieson (AECOM) – Highway Design Lead (Central Section) <i>Presenter, Table Facilitator</i>
Jim Dowell (MMM) – Highway Design Lead (East Section) <i>Presenter, Table Facilitator</i>	Sarah Hanson (AECOM) – Highway Design Team <i>Table Facilitator</i>
Jay Goldberg (MMM) – Highway Design Team <i>Table Facilitator</i>	
<b>Consultant Team – Environmental</b>	
Sandy Nairn (MMM) – Environmental Lead <i>Table Facilitator</i>	Karin Wall (AECOM) – Environmental Team <i>Table Facilitator</i>
Catherine Gentile (MMM) – Environmental Team <i>Table Facilitator</i>	
<b>Consultant Team – Land Use</b>	
Jim Dymont (MHBC) – Land Use Team <i>Table Facilitator</i>	Carly Marshall (MHBC) – Land Use Team <i>Table Facilitator</i>
<b>Consultant Team – Consultation</b>	
Patrick Puccini (AECOM) - Consultation Team Lead <i>Presenter, Table Facilitator</i>	Britta Patkowski (AECOM) – Consultation Team <i>Table Facilitator</i>
Benjamin Loucks (AECOM) – Consultation Team <i>Presenter, Table Facilitator</i>	Melissa Raffoul (AECOM) – Consultation Team <i>Sign in Area, Table Facilitator</i>
Jeremy Greene (AECOM) – Consultation Team <i>Sign in Area</i>	Sarah Schmied (AECOM) – Consultation Team <i>Sign in Area</i>

## 2. Notification of Community Workshop #2

### 2.1 Mailings

Invitations to Community Workshop #2 were provided to members of the public who were previously on the project contact list. Letters were mailed to those on the project mailing list on May 11, 2015 and emailed on May 14, 2015. Letters were also mailed to those on the project permission to enter contact list on May 22, 2015. Follow up phone calls were also made to confirm attendance.

Please refer to **Appendix A** for a copy of the invitation and information letters. Due to the overwhelming demand for the first three evening workshops, two afternoon sessions were added on June 22, 2015 in Georgetown and June 25, 2015 in Caledon. Stakeholders who contacted the project team to register for an evening workshop were offered attendance at the afternoon sessions.

### 2.2 Project Website

The time, location and purpose of each Community Workshop #2 session was posted on the “Public Information Centres and Community Workshops” page of the project website ([www.gta-west.com](http://www.gta-west.com)) on May 14, 2015 and a copy of the invitation was made available on the “Notices” page.

### 2.3 Twitter

Notification of Community Workshop #2 was tweeted on the GTA West Twitter page on May 21, 2015. The tweet referred followers to the project website for details.

### 3. Purpose of Community Workshop #2

The purpose of Community Workshop #2 was to update members of the public on work completed since Public Information Centre #1 including refinements to route alternatives, potential interchange locations, and the Focused Analysis Area. The project team also sought input from the community on issues and trade-offs associated with the route alternatives and potential interchange locations and the route selection evaluation approach. While the majority of material was similar at each workshop, each venue location focused on a different geographic section (west, central, and east) of the GTA West study area. However, the project team welcomed input on any section of the study area at each venue.

The Community Workshops lasted 2.5 hours and began with brief opening remarks and introductions from the independent facilitator, Glenn Pothier (GLPi). This was followed by an introductory presentation made by Natalie Rouskov (MTO) and Neil Ahmed (MMM), which provided an overview of the study background, update on project activities since Public Information Centre (PIC) #1, and next steps in the study. The focus of the Community Workshops was two working group sessions, which are summarized below.

#### **Session 1: Approach for evaluating the short list of route alternatives**

- Patrick Puccini (AECOM) and Benjamin Loucks (AECOM) delivered an overview presentation of the evaluation methodologies:
  - o Reasoned Argument Method - qualitatively (with words) compares advantages and disadvantages of the alternatives. Primary tool to select a preferred route; and
  - o Arithmetic method - quantitatively (with numbers) compares advantages and disadvantages of the alternatives. Tests the results of the reasoned argument method by running multiple numerical evaluations each based on a stakeholder group's perspective).
- Project Team-Facilitated Table Discussion: table facilitators led a discussion and answered questions about the evaluation approach and Draft Summary of Evaluation Factors and Criteria for Alternative Methods. Participants were encouraged to discuss what factors they felt were most important to consider in the evaluation to support the Reasoned Argument Method, and were encouraged to provide rural and urban numerical weightings for the four factor areas (natural environment, land use/socio-economic environment, cultural environment, transportation) to support the Arithmetic evaluation method; and
- A few table facilitators were invited to verbally share key highlights from their table discussion with the entire group.

#### **Session 2: Trade-Offs in the West, Central and East Section of the Study Area**

- Jim Dowell (MMM), Tim Sorochinsky (AECOM), and Brenda Jamieson (AECOM) presented key issues and trade-offs for the east (June 18, 2015), west (June 22, 2015) and central (June 25, 2015) sections of the GTA West Study Area, respectively;
- Project Team-Facilitated Table Discussion: table facilitators led a discussion about the issues and trade-offs in the east, west or central sections of the study area. Participants were encouraged to discuss how they would trade-off certain impacts and opportunities, to highlight any additional issues and features in the study area that were important to them, and identify preferred route and interchange location alternatives; and
- A few table facilitators were invited to share key highlights from their table discussion with the entire group.

Following the two sessions, Glenn Pothier (GLPi) provided closing remarks and a recap of how participants could submit their comments and weightings to the project team. This was followed by an open forum where participants could have one-on-one conversations with project team members, review materials and fill in comment sheets.

Each participant received an information package when signing in to the workshop containing:

- Enlarged maps detailing the short list of route and interchange alternatives for each section of the GTA West Study Area;
- Draft Summary of Evaluation Factors and Criteria for Alternative Methods;
- Examples of trade-offs in the west, central, and east sections of the study area; and
- Community Workshop #2 Comment Sheet.

At each workshop, a resource area displayed maps and reference materials for attendees; both GTA West specific (e.g. GTA West Corridor Environmental Assessment Terms of Reference, GTA West Transportation Development Strategy Report Executive Summary, GTA West Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt, etc.), as well as relevant legislation (e.g. Ontario Environmental Assessment Act, Canadian Environmental Assessment Act, Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, etc.), and other studies (e.g. Metrolinx' The Big Move, GO 2020, etc.).

Information package and presentation materials from Community Workshop #2 were posted on the GTA West project website on June 19, 2015 and can be found in **Appendix B**.

## 4. Pre-Community Workshop #2 Meetings

A series of meetings were held with a range of stakeholders and advisory groups in advance of Community Workshop #2, including the Community Advisory Group (CAG), Greenbelt Transportation Advisory Group (GTAG), Regulatory Agency Advisory Group (RAAG), and Municipal Advisory Group (MAG). Table 3 summarizes the meetings that took place prior to Community Workshop #2. Please refer to **Appendix C** for minutes of the stakeholder meetings.

**Table 2. Pre-Community Workshop #2 Meetings**

Date	Event	Purpose of Meeting
May 7, 2015	Greenbelt Transportation Advisory Group (GTAG) Meeting #2	<p>The purpose of the meeting was to:</p> <ul style="list-style-type: none"> <li>• Provide a brief overview of the study, the schedule and next steps in the study process;</li> <li>• Update the GTAG on work completed by the project team since Public Information Centre #1 (including refinements to route alternatives, interchange locations, and the Focused Analysis Area); and</li> <li>• Seek input on the route alternatives, potential interchange locations, and the evaluation approach for the route alternatives.</li> </ul>
May 7, 2015	Community Advisory Group (CAG) Meeting #2	<p>The purpose of the meeting was to:</p> <ul style="list-style-type: none"> <li>• Provide a brief overview of the study, the schedule and next steps in the study process;</li> <li>• Update the CAG on work completed by the project team since Public Information Centre #1 (including refinements to route alternatives, interchange locations, and the Focused Analysis Area); and</li> <li>• Seek input on the route alternatives, potential interchange locations, and the evaluation approach for the route alternatives.</li> </ul>
May 11, 2015	Municipal Advisory Group (MAG) and Regulatory Agency Advisory Group (RAAG) Meeting #3	<p>The purpose of the meeting was to:</p> <ul style="list-style-type: none"> <li>• Provide a brief overview of the study, the schedule and next steps in the study process;</li> <li>• Update the MAG and RAAG on work completed by the project team since Public Information Centre #1 (including refinements to route alternatives, interchange locations, and the Focused Analysis Area); and</li> <li>• Seek input on the route alternatives, potential interchange locations, and the evaluation approach for the route alternatives.</li> </ul>

## 5. Attendance and Input

A total of approximately 610 stakeholders signed the visitor's register for the five Community Workshop sessions. The project team was able to accommodate all of the members of the public who registered for the workshops as well as the unregistered members of the public who dropped in at each event.

A representative from the Independent Free Press/Inside Halton attended the June 22, 2015 Community Workshop and a media article was published about the event on July 2, 2015 (**Appendix D**).

In addition to verbal comments noted during the facilitated group discussions, the project team encouraged visitors to provide written feedback regarding the information presented. A breakdown of attendance and comments received is provided in **Table 3**.

**Table 3. Breakdown of Attendance and Comments Received at Community Workshop #2**

DATE AND LOCATION	RECORDED ATTENDANCE	WRITTEN COMMENTS RECEIVED		
		AT EVENT	AFTER EVENT	TOTAL
June 18, 2015 – 6:30 pm (Woodbridge – East Section)	141	26	14	40
June 22, 2015 – 2:00 pm (Georgetown – West Section)	76	18	407*	438
June 22, 2015 – 6:30 pm (Georgetown – West Section)	123	13		
June 25, 2015 – 2:00 pm (Caledon – Central Section)	110	9	14	38
June 25, 2015 – 6:30 pm (Caledon – Central Section)	160	15		
<b>Total</b>	<b>610</b>	<b>81</b>	<b>435</b>	<b>516</b>

\* 378 of the 407 comment sheets submitted were from members of The Sant Nirankari Mission Canada Inc. These comment sheets were individually signed copies of the comment sheet prepared by The Sant Nirankari Mission Canada Inc.

A comprehensive summary of the key written comments submitted to the project team regarding the material presented at Community Workshop #2 is available in **Appendix E**. The following is a summary of the feedback from the facilitated group discussions:

- There was a mix of participants who understood the evaluation process and some who did not, but many participants felt that the evaluation factors and sub-factors were comprehensive and that the summary boards that would be presented at Public Information Centre #2 would be sufficient to explain the rationale for selecting the preferred route;
- Some members of the public wanted the full assessment of the route alternatives (i.e. number of residences impacted by a route, system capacity, noise and air quality impacts, etc.) before commenting on trade-offs or providing weightings;
- Key evaluation factors and sub-factors which were identified as important and needing emphasis placed on them during the evaluation included:
  - Natural environment – woodlands, wildlife, groundwater (including impacts to quantity and quality of well water);
  - Land use/socio-economic – residences and commercial businesses (proximity and direct impacts), agriculture (land base and operations), municipal land use plans (conformity to, and impact on), access to employment lands, noise, air quality; and

- Transportation – cost, system efficiency, network compatibility, supporting municipal visions, accommodating future growth.
- East section trade-offs - there was a mix of support for the identified trade-offs in the east section (i.e. northerly vs. southerly crossing of the Humber River, interchange options in the Highway 427 / Coleraine Drive / Highway 50 / Mayfield Road area, interchange at Pine Valley Drive vs. Weston Road);
- West section trade-offs - while support was expressed for all of the route alternatives, discussions indicated that participants were more supportive of:
  - South crossing of the Credit River;
  - An interchange at Mayfield Road rather than at Mississauga Road; and
  - Route alternatives located east of Heritage Road.
- Central section trade-offs – while there was mixed support for the route alternatives, discussions indicated that participants were more supportive of:
  - Alternative 10G rather than Alternatives 10B or 10C; and
  - An interchange at Coleraine Drive.

Answers to some common questions and comments from Community Workshop #2 can be found in **Appendix F**.

## 6. What Was Achieved From Community Workshop #2?

One of the primary objectives of this study is to promote, from the earliest planning stages, the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts. Meaningful consultation with stakeholders plays an important role in supporting this objective, in helping the project team identify potential opportunities and impacts and providing a medium to communicate the project team's findings to stakeholders.

**Adding to Project Data Base:** Key features identified by stakeholders at Community Workshop #2 will be verified and incorporated into mapping that identifies existing conditions within the study area. The project team will assess the sensitivity of each identified feature, and then reference these maps when assessing and evaluating route and interchange alternatives.

**Determining Public Perspective on Evaluation Approaches:** Session 1 (approach for evaluating the short list of route alternatives) feedback will be incorporated into the study in multiple ways. Qualitative feedback on the factors, criteria and measures will be reviewed by the project team to gain an understanding of what the public feels should be given emphasis in the reasoned argument method and arithmetic method evaluations, both in specific geographic areas or across the entire study area. Quantitative factor weightings provided by the public will be averaged and used for the “public weighting scenario” in the arithmetic method of the evaluation. If the results of the project team’s reasoned argument method (qualitative) and arithmetic method (quantitative) scenarios are consistent, then the evaluation is confirmed. If there are significant differences, the project team will revisit the rationale in the reasoned argument method.

**Understanding Public Perspective on Key Features:** The feedback provided by the public during Session 2 (trade-offs in the west, central and east sections of the study area) will be reviewed by the project team to gain an understanding of the route alternative preferences of the general public, which will feed into the reasoned argument method evaluation.

**Preparing for Public Information Centre #2 Content:** Feedback received from Community Workshop #2 will also help the project team prepare for Public Information Centre #2 (scheduled for December 2015). When possible, the project team will ensure that appropriate materials and resources are available regarding topics and issues that the public has emphasized in their comments.

**Providing Opportunity for Community Dialogue:** Community Workshop #2 provided an additional opportunity for the project team to build relationships with members of the communities within the GTA West Study Area and to answer questions about the study process, schedule, purpose and goals.