



**GTA  
West**

GTA West Corridor  
Environmental Assessment



# **GTA West Corridor Environmental Assessment**

## **Overview of Corridor Protection and Development Issues**

**DRAFT**

**June 2009**



**McCORMICK RANKIN  
CORPORATION**  
A member of  MMM GROUP



**AECOM**



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**Attachments:**

Attachment 1 - Consolidated Land Use Plan  
Attachment 2 - Areas of Interest  
Attachment 3 - Workshop Meetings Minutes  
Attachment 4 - MMAH, MTO Request for Notice of Development Applications in the GTA West  
Transportation Corridor EA Study Area

## **1.0 INTRODUCTION**

### **1.1 STUDY PURPOSE**

The Ministry of Transportation has initiated a Planning and Environmental Assessment (EA) Study to examine long-term transportation needs and consider alternative solutions to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area. An EA Terms of Reference has been completed and approved by the Ministry of the Environment.

The GTA West Corridor has been identified in the *Growth Plan for the Greater Golden Horseshoe* as a “Future Transportation Corridor”. This Study is a provincial initiative, undertaken by MTO to identify transportation improvements required in the GTA West Corridor to support the social, economic and environmental goals of the *Growth Plan* and the *Greenbelt Plan*.

### **1.2 DEVELOPMENT PRESSURES**

Land development in local municipalities is taking place at a fast-paced rate, particularly in Brampton, Caledon and Vaughan. Over time, extensive development in the Regions of Peel and York has significantly reduced the opportunities for potential new transportation infrastructure that may be proposed through this study. This potential loss of opportunities is likely to continue and is now being seen in other areas within the Preliminary Study Area.

### **1.3 RESPONSE TO DEVELOPMENT PRESSURES**

Staff and Councils of the Regions of York, Peel, Halton and County of Wellington as well as several local municipalities have requested that MTO collaborate with them on investigating and developing a corridor protection strategy that can work concurrently with the EA process.

It is clear that the Province must work with municipalities in collaboration to protect the vision of the *Growth Plan* that includes planning for future transportation infrastructure, and to address the pressing issue of local land use planning and development applications.

## **2.0 POLICY CONTEXT**

As part of the EA, consideration of the Provincial Policies that identify social, economic and environmental goals and objectives throughout the Study Area must be considered. The following provides a brief overview of the Provincial Plans that affect the Study Area.

### **2.1 PROVINCIAL POLICY STATEMENT (PPS)**

The Provincial Policy Statement (PPS) requires that “planning authorities shall not permit development in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose for which it was identified”. “*Planned corridors*” are defined in the PPS as “*corridors identified through provincial plans or preferred*



*alignment determined through the EA Act process which are required to meet projected needs”.*

## **2.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE**

Schedule 2 of the Growth Plan conceptually identifies a Future Transportation Corridor which is known as the GTA West between the urban areas of the northwest GTA and the western Greater Golden Horseshoe.

Both the Provincial Policy Statement, 2005 (PPS) and the Growth Plan for the Greater Golden Horseshoe provide policy directions to plan and protect transportation corridors for current and future needs. Specifically, Policy 1.6.6.1 of the PPS states that planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs.

In addition, Section 3.2.2.3 of the Growth Plan requires that in planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Ministers of Public Infrastructure Renewal (now the Ministry of Energy and Infrastructure) and Transportation, other Ministers of the Crown, other public agencies and municipalities, will ensure that corridors are identified and protected to meet current and projected needs for various travel modes.

## **2.3 GREENBELT PLAN**

The Greenbelt Plan (2005) includes plans and policies to: *protect against loss and fragmentation of agricultural lands; provide permanent protection to natural heritage and water resource systems; and to provide for a range of economic and social activities associated with rural communities.* The goals of the *Infrastructure and Natural Resources* policies of the Plan are to support infrastructure that is consistent with the aim of the Greenbelt Plan and Growth Plan, while seeking to minimize the impact on the environment.

The Greenbelt Plan includes strict policies that address how new transportation infrastructure can be integrated in specific areas. It also mandates the needs and justification that the provincial and municipal government must provide in proposing improvements to or new facilities through the Greenbelt planning area.

The Greenbelt Plan influences where development and to some degree where infrastructure serving development can occur. While major transportation infrastructure is permitted in the Greenbelt Protected Countryside the policies of the Plan require that the amount of land impacted by such infrastructure shall be minimized. (S4.2.1.2)

## **2.4 OAK RIDGES MORaine**

The purpose of the Oak Ridges Moraine Conservation Plan is to protect the ecological and hydrological features and functions of the moraine. The Plan is intended to provide land use and resource management planning direction to provincial ministries

and agencies, municipalities, municipal planning authorities, landowners and other stakeholders when considering changes in land use on the moraine.

Through the legislation and the *Oak Ridges Moraine Conservation Plan*, the Ontario Government has set a clear policy framework for protecting the Oak Ridges Moraine. This is in keeping with the provincial land use planning system within which municipalities are responsible for implementing provincial policy through their Official Plans, and when making decisions on development applications.

Municipal planning decisions shall also conform to the Plan, which takes precedence over Municipal Official Plans.

New transportation infrastructure is permitted in the Oak Ridges Moraine Protected Countryside and Natural Linkage designations subject to meeting development criteria identified in the Plan. New interchanges, transit or railway stations are not permitted in the Natural Core Area. Since the general purpose of the Plan is to protect the ecological integrity of the moraine, avoiding the placement of transportation infrastructure in the area is desirable.

## **2.5 NIAGARA ESCARPMENT PLAN**

The Niagara Escarpment Plan (NEP) controls development within the NEP area through limitations on new lot creation and limitations on permitted uses. Its intent is to balance development, preservation, and public use. The NEP establishes land use designations, policies and criteria for the protection of the lands within its policy area. Official Plans are required to conform to the NEP. The objective of the NEP is to design and locate new and expanded transportation and utility facilities so the least possible change occurs in the environment and the natural and cultural landscape. The NEP policies will impact where and how new transportation facilities are built to meet the increase in transportation demand in the GTA West preliminary study area. Similar to the Greenbelt Plan, the NEP influences where development and to some degree infrastructure to serve development can occur. However there is a preference to avoid disturbing the Escarpment features when considering new infrastructure. Only essential transportation facilities are permitted in the Escarpment Natural designation.

## **3.0 STUDY CONTEXT**

### **3.1 STUDY PROCESS**

The EA Terms of Reference was completed and approved in March 2008. The project is currently in the initial stages and is in the process of identifying and quantifying Transportation Problems and Opportunities. Once this is complete, the Project Team will generate and evaluation alternatives that will include consideration of all modes including road-based and rail-based commuters and goods movement.

The study process requires that all technically feasible alternatives be considered. At this point in time there has been no conclusion that a road-based solution is required. Similarly, there has been no conclusion that rail improvements, including new stations with parking, are required.

### 3.2 OVER-ARCHING PROBLEM

On the basis of extensive analysis and consideration of a wide range of influences, it has been determined that the problems facing the Inter-regional Transportation System are:

- Future inter-regional transportation demand in many parts of the Analysis Area is forecast to exceed the future capacity of the transportation system:
  - during peak travel periods for commuters (weekday peak periods);
  - during summer weekends for tourists and recreational travelers;
  - during peak travel periods for goods movement (primarily truck travel).
- Selected parts of the inter-regional transportation system are currently at or beyond capacity. With anticipated growth, the situation will worsen significantly over the next 25 years and there will be increased congestion on the inter-regional transportation system.
- The existing transportation system lacks adequate efficient connections (alternate routes and modes, capacity) between intermodal terminals (railways, ports and airports) and urban growth centres.

The inter-regional transportation system constraints noted above impact quality of life, the economy and the environment within the GTAW preliminary study area extending to other parts of the Greater Golden Horseshoe Area.

It is clear that there will be a significant inter-regional road capacity deficiency in several parts of the preliminary study area. The GTA West study has collected compelling evidence that supports these problem statements. This evidence has been recently presented for public consultation and comment. The upcoming working paper *Area Transportation Problems and Opportunities* will provide the complete study content relating to identified problems and opportunities. On the basis of the identified problems and the resulting potential impacts that result following consultation, the study will be identifying appropriate Alternatives to the Undertaking to address these problems and related impacts.

### 3.3 CONSOLIDATED LAND USE PLAN AND AREAS OF INTEREST

To address the potential of new transportation corridors/ improvements that could improve on the identified problems, the GTA West Study Team has maintained discussions with municipal staff to remain up-to-date with their Official Plan (OP) designations, Planning Studies and pending development applications. This consultation will continue and possibly escalate throughout the study process.

Based on the above work and discussions with municipalities, the Study Team has developed a compilation plan that highlights the land use constraints that are known. Attachment 1 presents the Consolidated Land Use plan for the entire Preliminary Study Area across York, Peel, Halton and Wellington/Guelph. The plan generalizes land use designations throughout the Preliminary Study Area to provide simplified terminology

to describe land use designations outlined in Regional, County and lower tier municipal Official Plans.

Through review of the land use information and with a view to the PPS and other policies regarding protection of potential transportation corridor lands, “Areas of Interest” have been identified. The identification of these areas has been based on a number of factors that follow:

- A. Lands are within a potential linear corridor inside the Preliminary Study Area linking Urban Growth Centres and/or linking with other inter-regional transportation corridors;
- B. Lands are adjacent to a potential passenger rail corridor and considered potential station sites by GO Transit on the basis of offset to other potential or existing station locations;
- C. Lands are of suitable offset to other freeway infrastructure such as interchanges, that would accommodate freeway-to-freeway interchanges, given limited distances permitted between such facilities;
- D. Lands are within areas of active development activity, either inside or outside of designated urban areas as defined by the upper tier municipality or the lower tier municipality;
- E. Lands are in the vicinity of a narrow “gap” that is anticipated to offer opportunity for a potential new transportation corridor with little impact to adjacent existing or approved future community or designated natural feature;
- F. Lands that are outside of designated Greenbelt, Oak Ridges Moraine, Niagara Escarpment, Provincially Significant Wetlands lands that already are protected from development.

It is noted that several of these factors in combination were considered by land use specialists on the Study Team in developing the Areas of Interest that are provided in Attachment 2.

At this stage of the EA no recommendation as to the type of infrastructure improvements required has been determined. However, for the purposes of this process, protection should be considered for the widest range of transportation options possible. If the EA were to determine through rigorous evaluation that a full freeway with integrated transitway were to be required, a typical corridor width of 170 metres would be required. The size of potential corridors are a consideration in establishing the ‘Areas of Interest’ as this option consumes the most land of any transportation system alternatives.

## 4.0 MUNICIPAL CONSULTATION

MTO has worked with MMAH and MEI (formerly PIR) to review corridor protection and potential land use control tools under the current legislative framework.

An initial discussion with municipal staff took place in April 2008. In July 2008, a number of initial “Areas of Interest” were identified and released in a draft working paper on “Overview of Environmental Conditions and constraints”.

In August 2008, MTO made a presentation to the Regional Planning Commissioners of Ontario (RPCO) GTA Caucus Meeting, wherein an approach to addressing the land development issue during the EA was proposed. The proposed approach is summarized in Section 5.0.

Ministry and project consulting staff met with representatives of Regional, County and lower tier municipalities in a series of meetings in February and March 2009 to discuss the Areas of Interest and corridor protection strategy. The purpose of these meetings was to review the issues related to growth in the Preliminary Study Area, review the mapping of the Areas of Interest and to discuss the process that the Ministry has established for reviewing development activity in the area. Meeting minutes are included in Attachment 3.

In general terms, municipal staff appreciated and confirmed the reason for concern regarding development activity in the Study Area. Most municipal representatives expressed a desire to work with the Province to ensure that the options available to address transportation problems in the Preliminary Study Area remain open to the greatest extent possible. There was some concern expressed by representatives of some of the faster developing areas such as Vaughan and Caledon that the pace of the EA, the consultation and review process may delay development approvals.

Participants in the recent municipal meetings were advised that the EA timeframe will have recommendations regarding transportation improvements available in the spring of 2010. At that time it may be possible to significantly reduce or eliminate some of lands identified as Areas of Interest.

The Areas of Interest were initially presented in the Draft Overview of Environmental Conditions and Constraints (July 2008). As the result of consultation with municipal staff, these areas have been revised and more added. The revised areas and description of the areas is outlined in Attachment 2. It is noted that these areas may change as the result of on-going development activities, planning applications and planning studies as the EA progresses.

## **5.0 PROPOSED COLLABORATIVE PROVINCIAL/MUNICIPAL APPROACH TO ADDRESS DEVELOPMENT ISSUES IN THE GTA WEST CORRIDOR**

Based on the discussions with MMAH, MIE and municipalities as described in Section 4.0, MTO has prepared the following strategy to address the development issues in the GTA West Corridor.

- The Province and municipalities will work in collaboration to identify and refine strategic, critical locations - “Areas of Interest”.
- The Province will request early notification of development applications in the Preliminary Study Area.
- The Province and municipalities will work in collaboration in the review of applications to determine a strategy for applying various land use control tools on a case-by-case basis.
- The Province may request deferral of application as determined on case-by-case basis until the EA has progressed to the point of establishing options and opportunities.

It is noted that as this study proceeds many of the municipalities, including Regional and County Municipalities have taken steps to consider the need to protect lands for a potential transportation corridor through their internal development review processes.

A copy of the letter from the Ministry of Municipal Affairs and Housing and the Ministry of Transportation sent to the Region of Peel requesting notice of application in the study area is provided in Attachment 4.

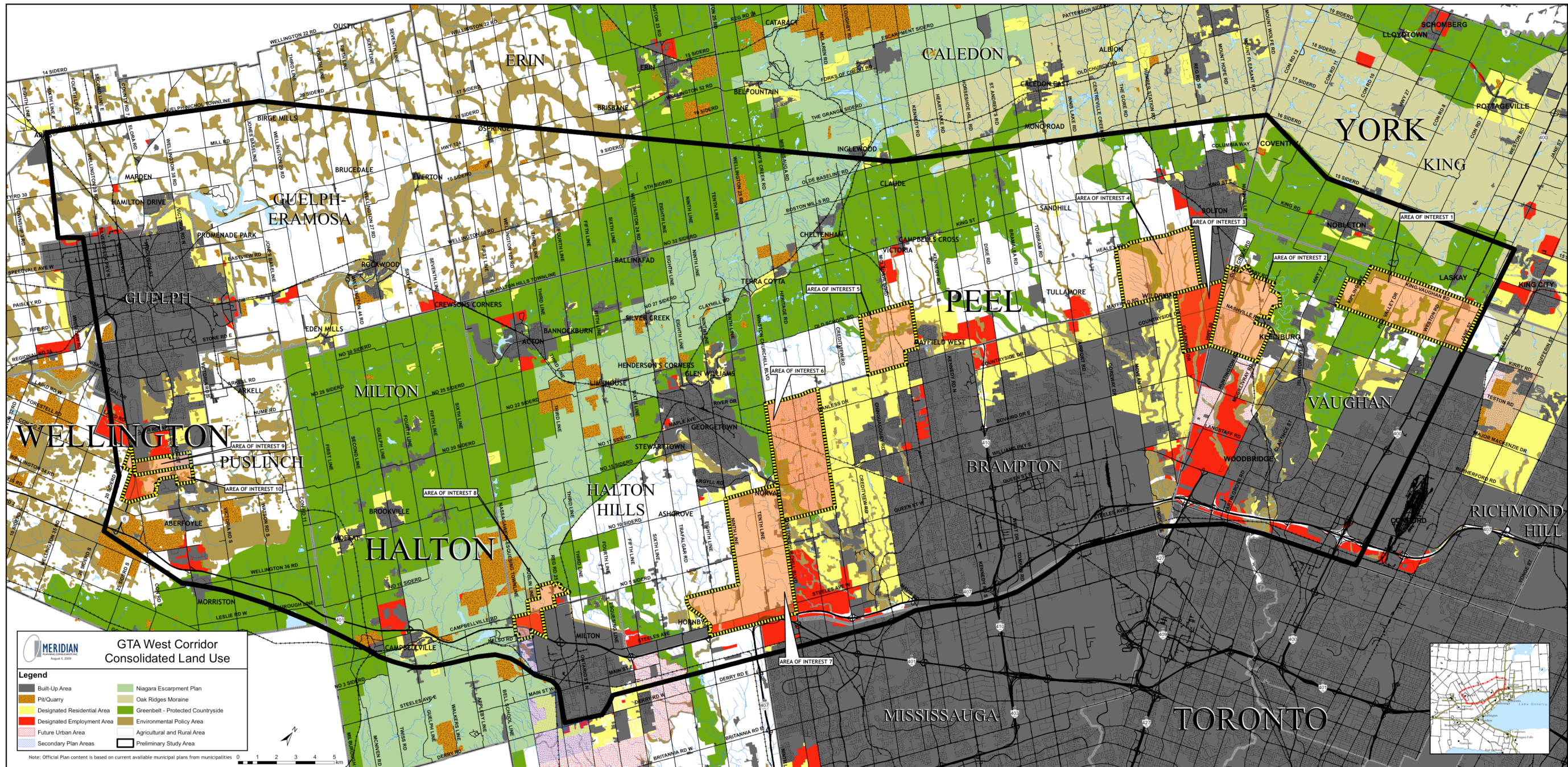


# ATTACHMENT 1

## CONSOLIDATED LAND USE PLAN

*(UPDATED TO MARCH 2009)*







# ATTACHMENT 2

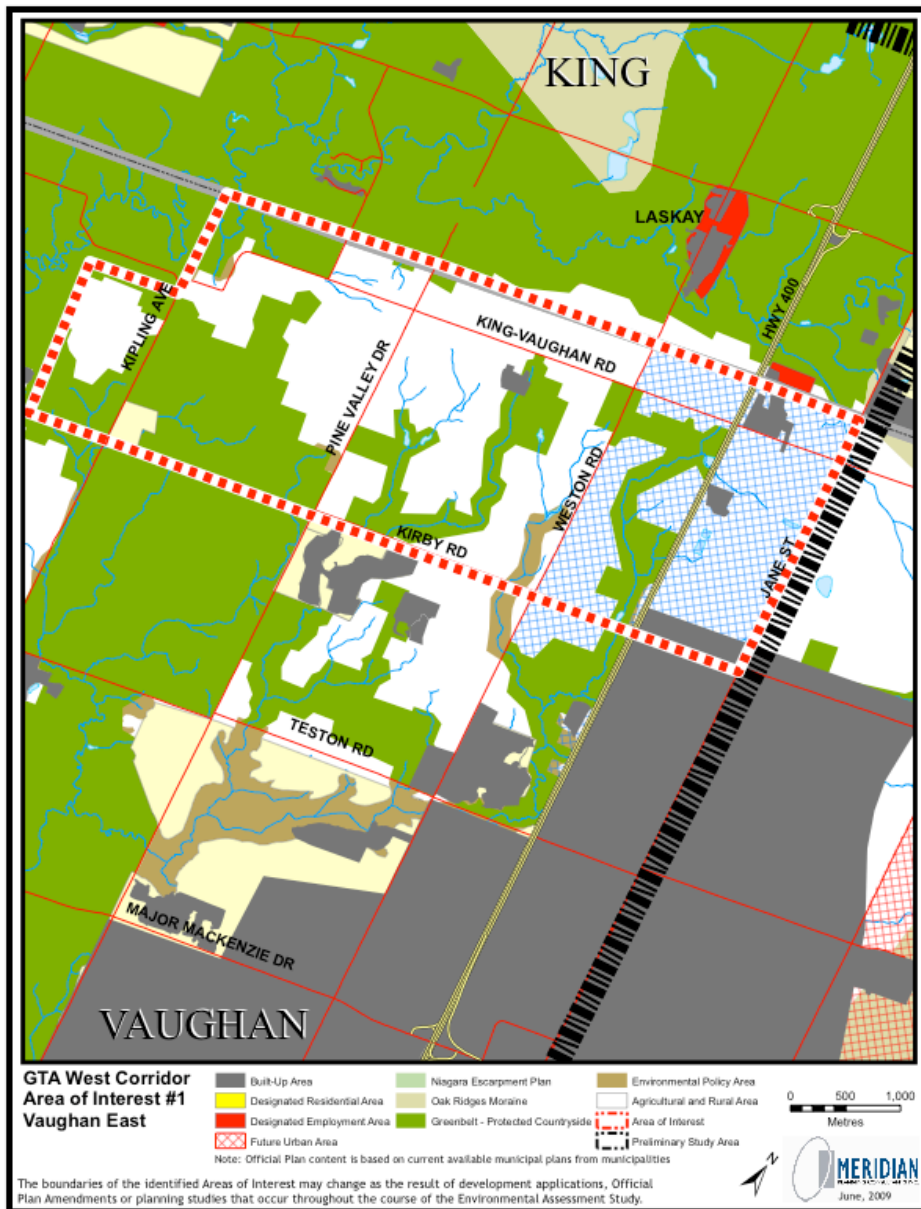
## AREAS OF INTEREST

*(UPDATED TO JUNE 2009)*

## AREA OF INTEREST # 1

### HIGHWAY 400 CORRIDOR AT KIRBY ROAD - CITY OF VAUGHAN

This area extends from Jane Street north of Kirby Road to west of Kipling Avenue and north to the King/Vaughan boundary. There is a relatively small portion of lands presently undeveloped and undesignated for growth in the area north of Teston Road to the King/Vaughan Line. This area is constrained to a certain extent on the west side of Highway 400 by a valley system which forms part of the headwaters of the Humber River. The valley system runs directly adjacent to Highway 400 from north of Kirby Road southerly adjacent to Highway 400.

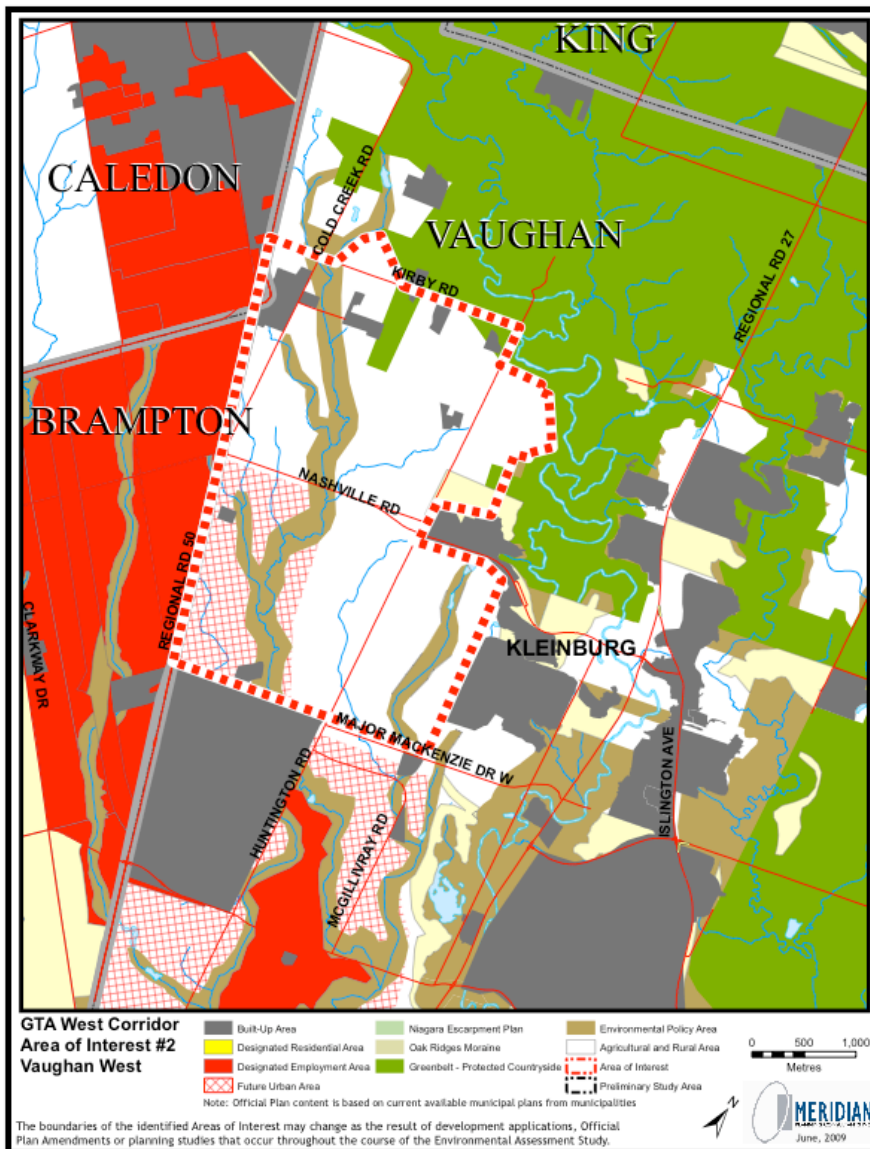


## AREA OF INTEREST # 2

### NORTH OF MAJOR MACKENZIE DRIVE TO KIRBY ROAD EAST OF HIGHWAY 50 WEST OF KLEINBURG - CITY OF VAUGHAN

A portion of the lands are within the Nashville Secondary Plan Area Lands between Major MacKenzie Drive and Nashville Road east of Regional Road 50 and are designated for future development.

This area includes lands from Regional Road 50 north of Kirby Road, east to the Greenbelt protected lands and southerly to Major MacKenzie Drive on the west side of Kleinburg Village. Environmental Policy Areas protect the Nashville Conservation lands that run north/south through the western side of the Area of Interest.

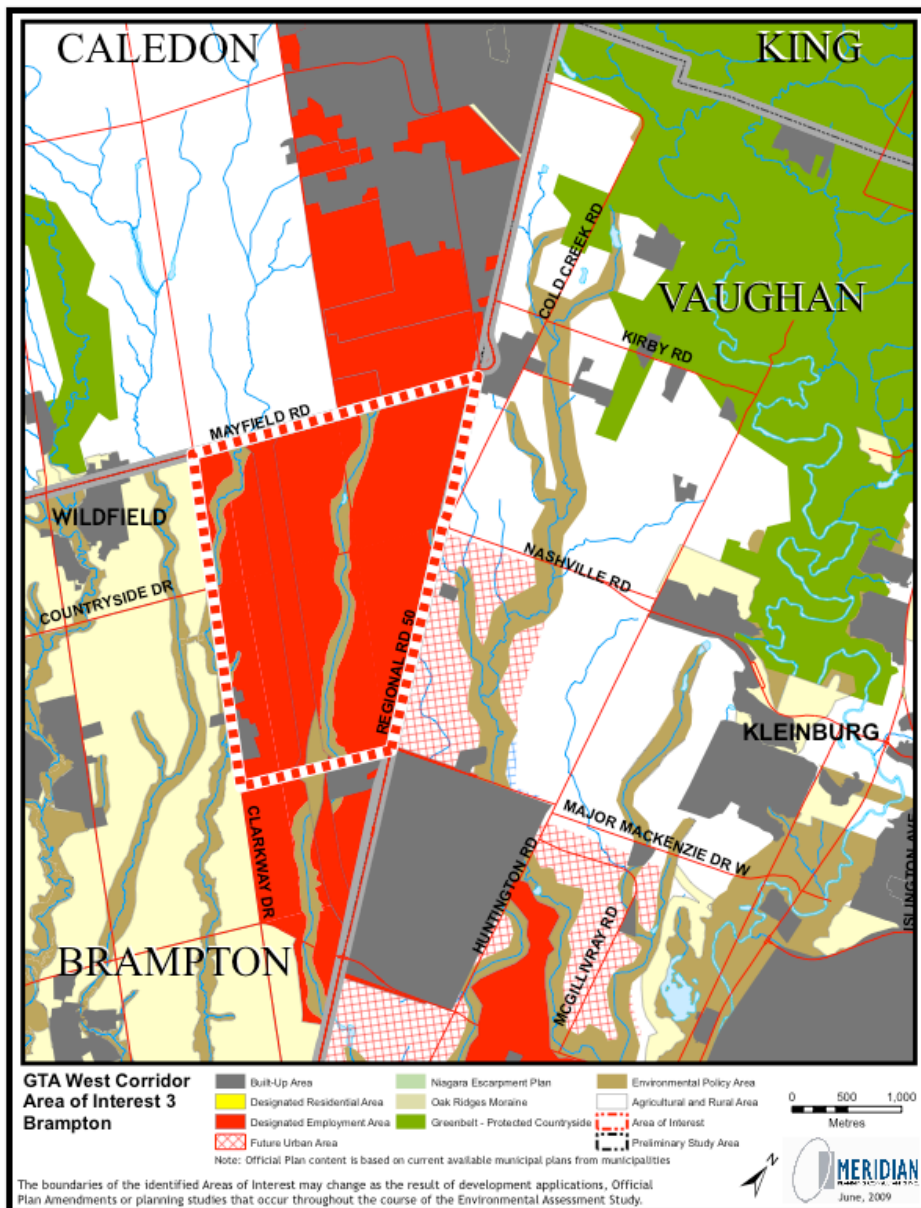


### AREA OF INTEREST # 3

#### SOUTH OF MAYFIELD ROAD WEST OF REGIONAL ROAD 50 - CITY OF BRAMPTON

This area of interest is bounded by Clarkway Drive to the west, north to Mayfield, east to Regional Road 50. This area is designated as an employment area and is developing rapidly.

The City of Brampton advises that Secondary Plan approvals in this area are proceeding very quickly and the area is becoming serviced. As the GTA West Study carries on, the area has continued to become developed and only small portions of the lands remain vacant at the present time.



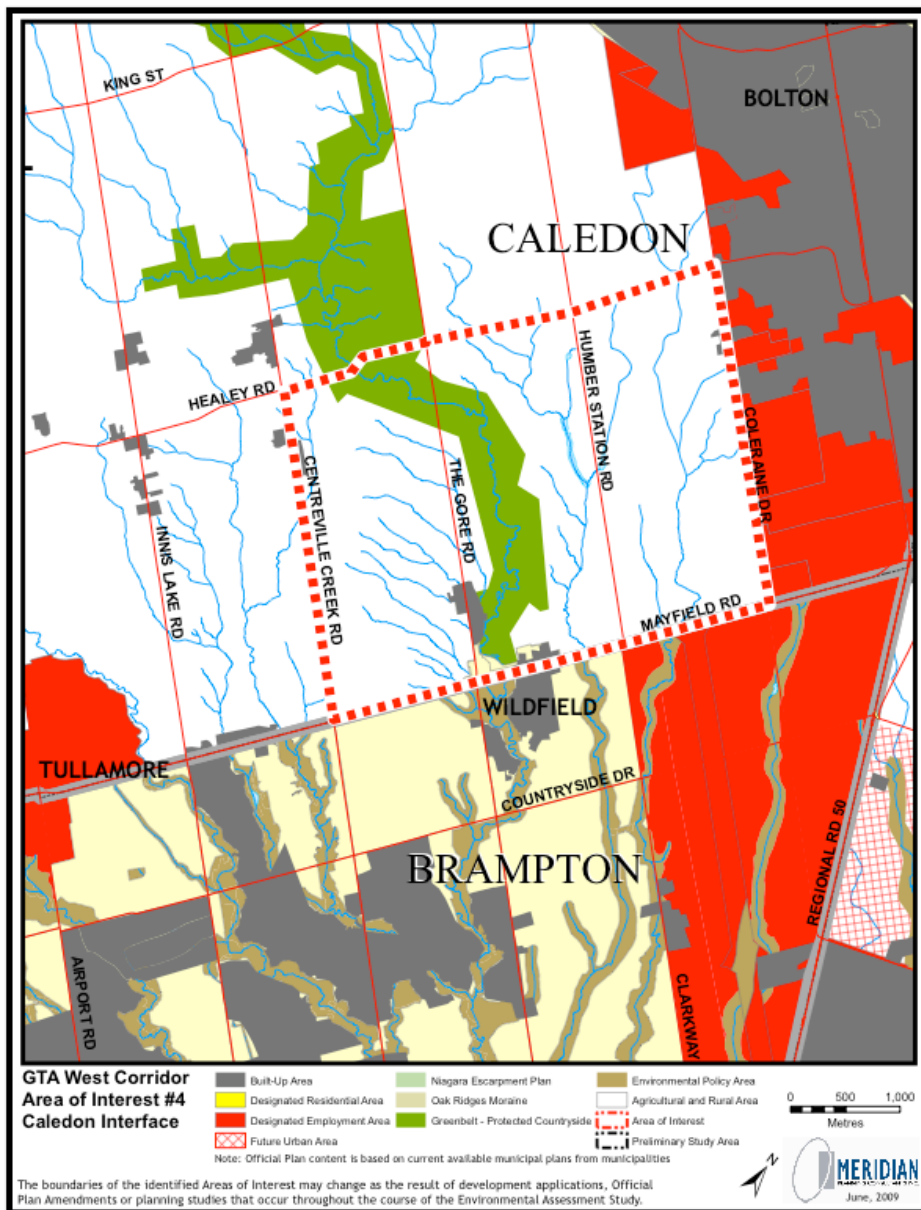


#### AREA OF INTEREST # 4

##### WEST OF COLERAINE DRIVE TO CENTREVILLE CREEK ROAD, NORTH OF MAYFIELD ROAD TO HEALEY ROAD - TOWN OF CALEDON

The lands are located south of Healey Road and east of Coleraine Drive, south to Mayfield Road and west to Centreville Creek Road and are predominantly designated agricultural. Environmentally protected lands run through the centre of the Area of Interest, north and south parallel to the Gore Road.

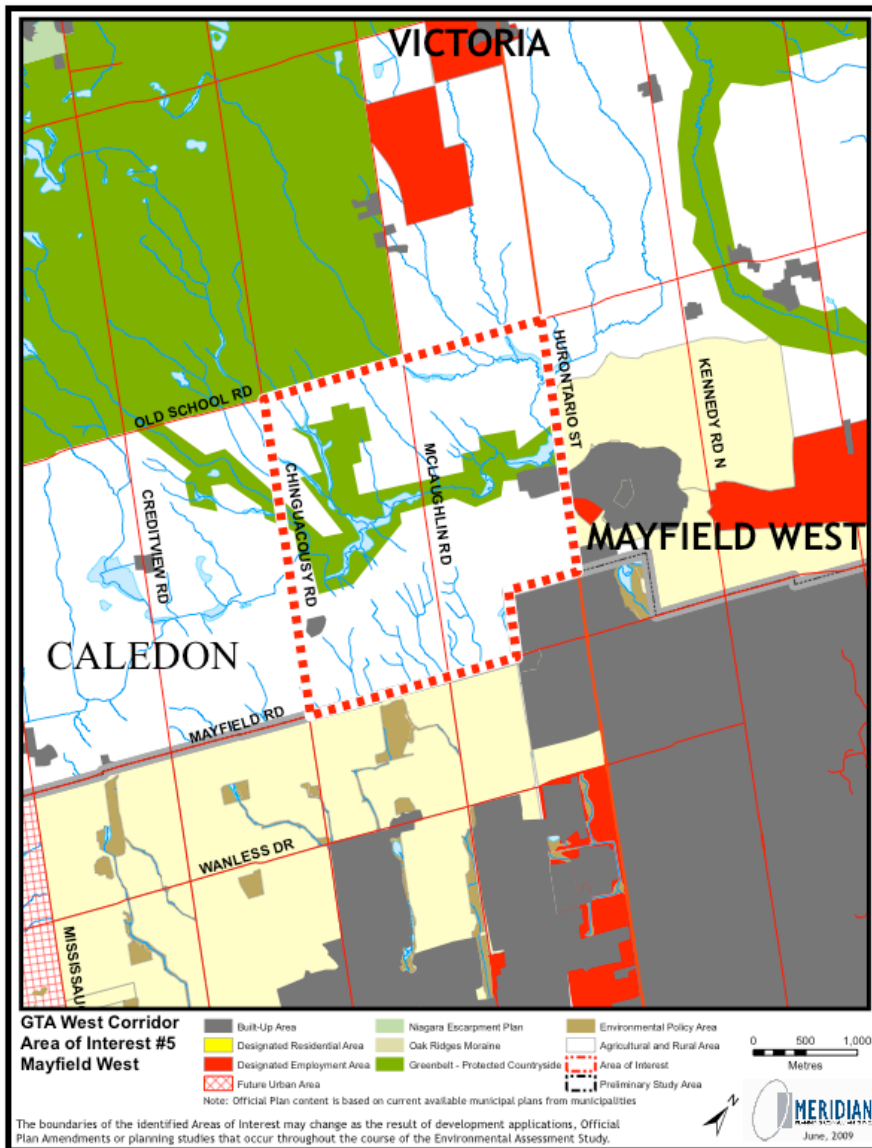
An industrial subdivision exists east of Coleraine Drive abutting this Area of Interest and is building out rapidly.



## AREA OF INTEREST # 5

### MAYFIELD WEST SECONDARY PLAN AREA - TOWN OF CALEDON

Lands located South of Old School Road and east of Chinguacousy Blvd, south to Mayfield Road are currently designated Agricultural in the Town of Caledon Official Plan. In June 2008 the Town of Caledon initiated a Secondary Planning Study on those lands. The study is intended to determine an appropriate development plan to accommodate an additional 3,900 people in the Mayfield West area. The Secondary Plan Study is to be complete by May 2010.

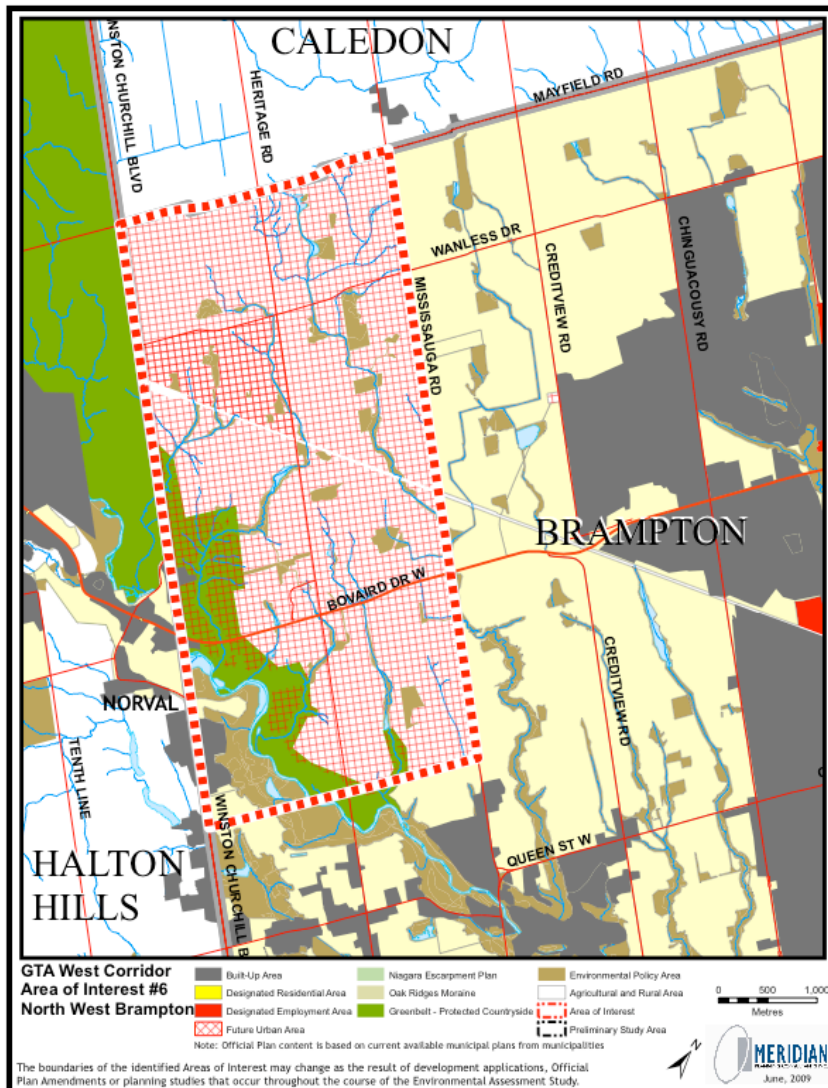


## AREA OF INTEREST #6

### SOUTH OF MAYFIELD ROAD EAST OF WINSTON CHURCHILL BOULEVARD - CITY OF BRAMPTON

This area is identified as the North-West Brampton development area and bounded by Mississauga Road to the east, Mayfield Road to the north, Winston Churchill Boulevard to the west and slightly north of Embleton Road at the south end. Secondary Plans are currently being prepared in this area to plan for urbanization north to Mayfield Road. Since the initiation of this study Secondary Plans have been completed and approved for lands east of Mississauga Road and south of Mayfield Road.

Identification of these lands as an Area of Interest also recognizes the efforts presently underway by the Region of Halton and Region of Peel to identify a north-south transportation corridor through the Halton Peel Boundary Area Transportation Study (BATS).

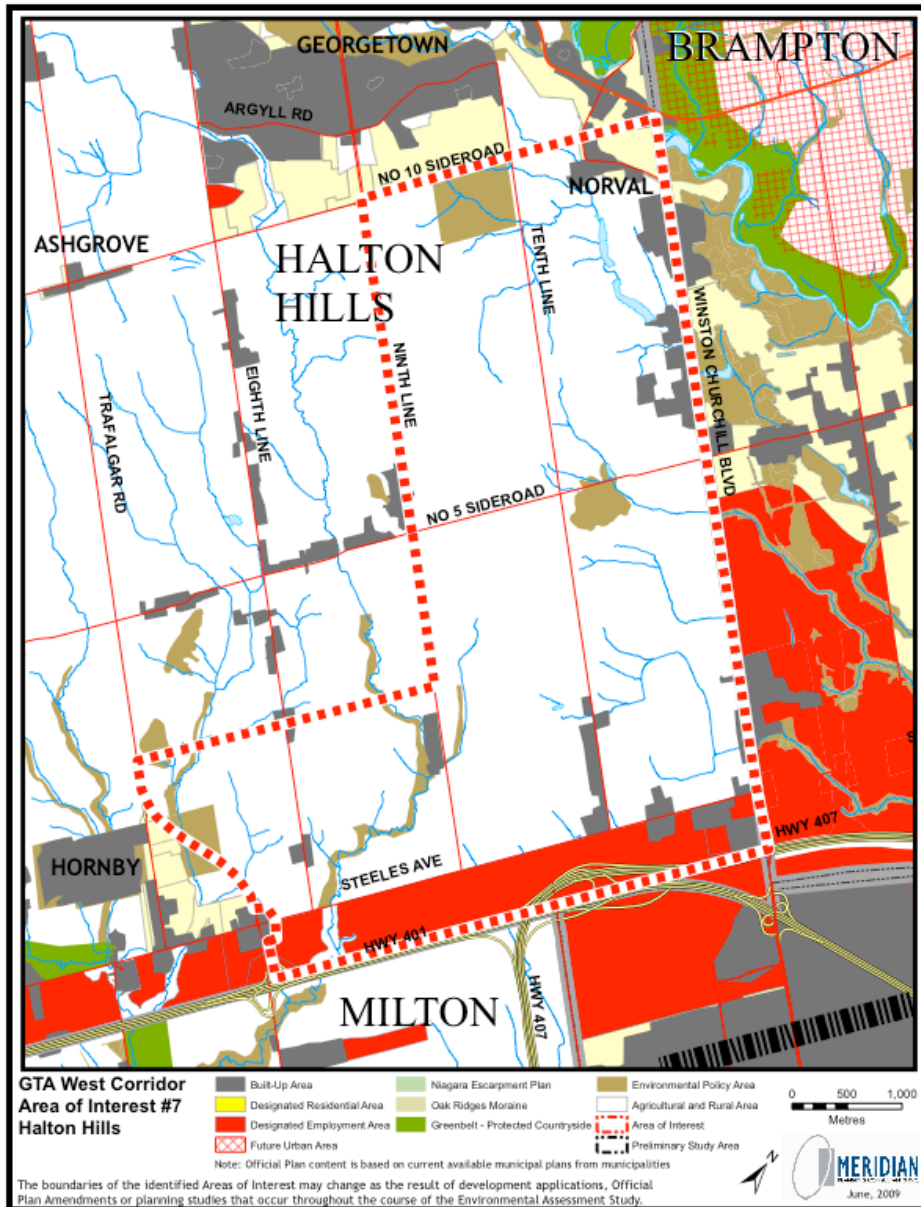


## AREA OF INTEREST # 7

### WEST OF WINSTON CHURCHILL BOULEVARD SOUTH - TOWN OF HALTON HILLS

These lands are adjacent to Area of Interest # 6. These lands are of interest due to their location south of the Georgetown Urban Area and the Niagara Escarpment. This Area of Interest extends from No. 10 Sideroad at the top and east to Winston-Churchill Boulevard, south to Highway 401 and along the eastern edge of the Hornby Community and westerly to the Ninth Line.

The Region of Halton has identified this area as a potential growth area within the Region.



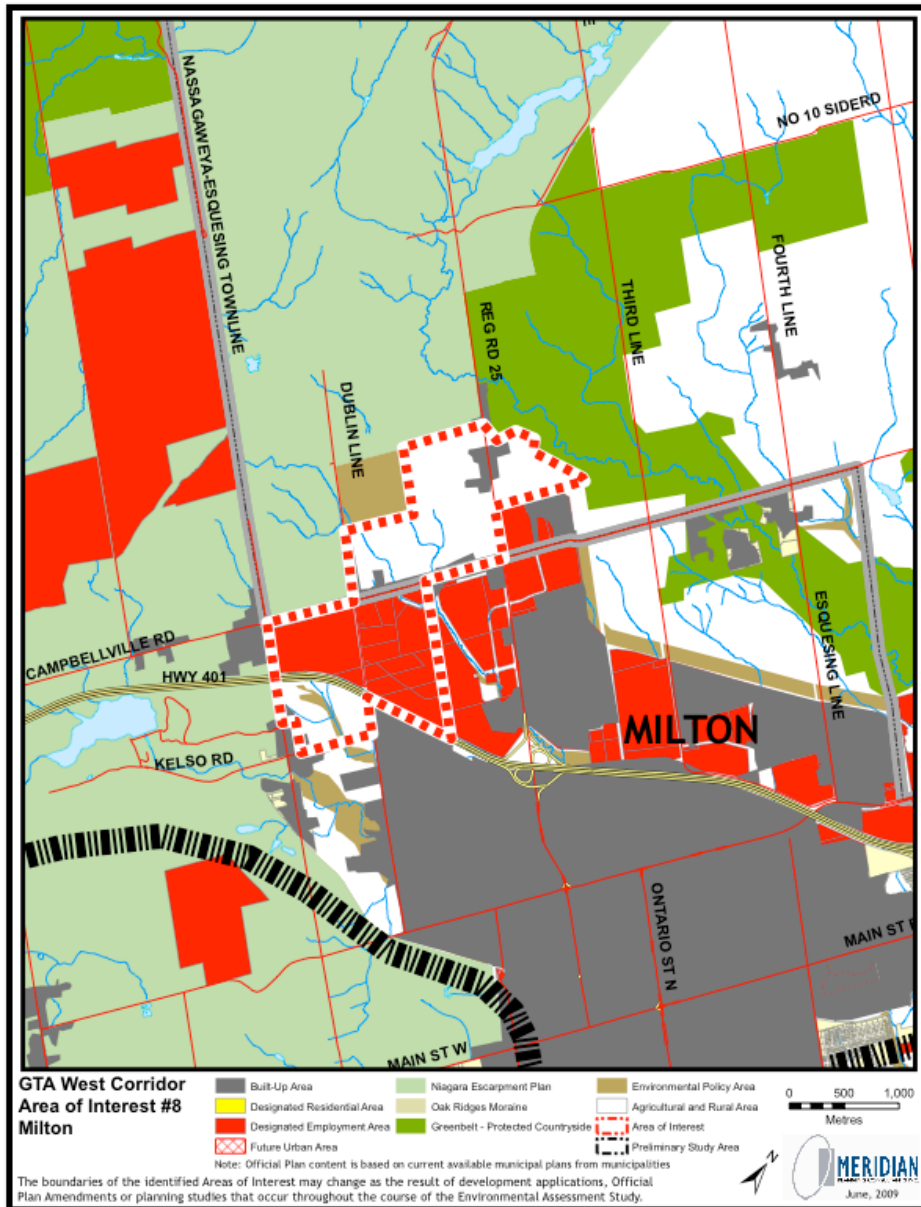


## AREA OF INTEREST # 8

### NORTH-WEST MILTON AT HIGHWAY 401 AND TREMAINE ROAD

This area is located at the northerly limit of the Milton Urban Area and the southerly limit of Halton Hills along the periphery of the Niagara Escarpment. The area is primarily designated as Employment Lands but is largely vacant. There are currently a detailed tertiary plan being developed for the lands south of Highway 401.

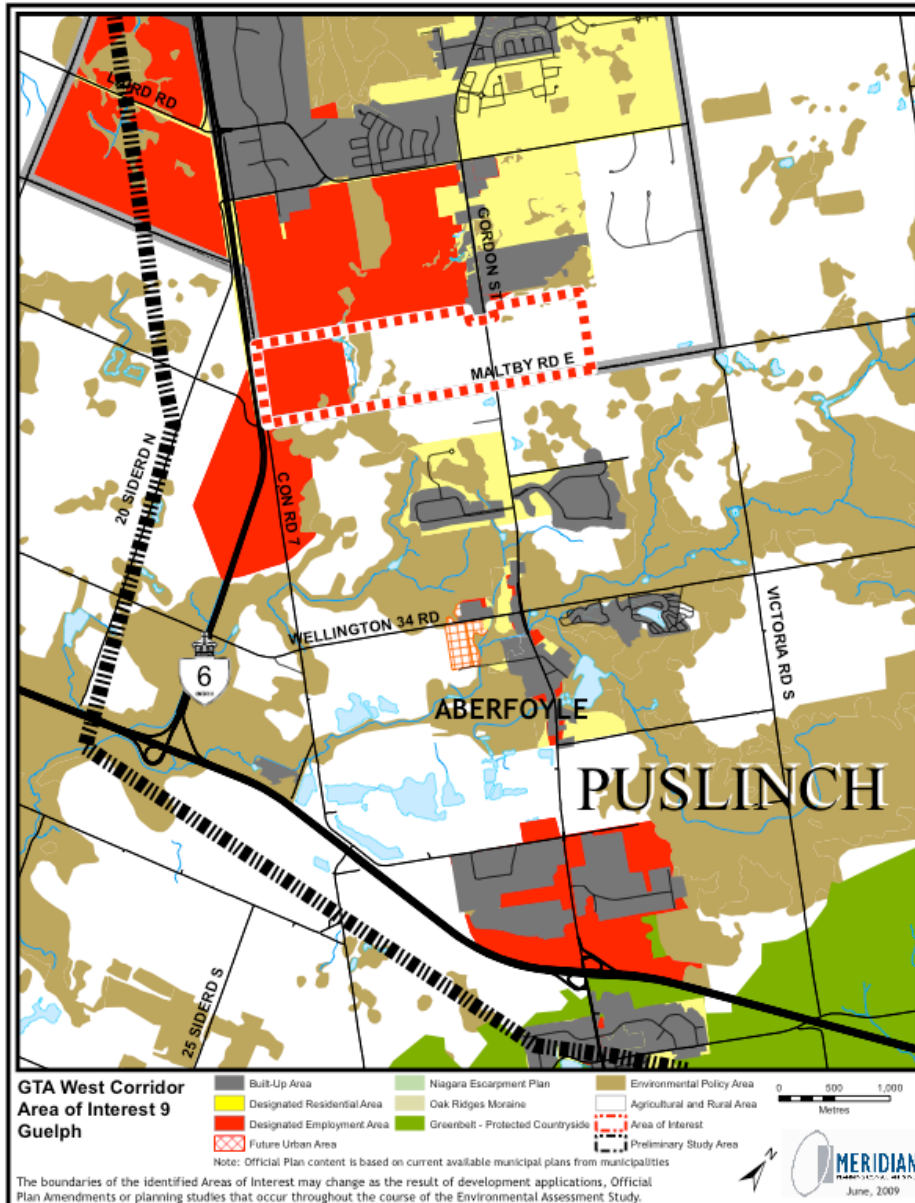
This is the most westerly point of the Study Area that would avoid the Niagara Escarpment and Greenbelt.



## AREA OF INTEREST # 9

### CITY OF GUELPH - SOUTHERLY LIMIT AT HANLON EXPRESWAY (HIGHWAY 6)

These lands are situated at the southerly limit of the City of Guelph abutting the Guelph/Puslinch border. The area extends to the east of Highway 6 (Hanlon Expressway) through lands that are currently vacant but designated as Employment Lands.

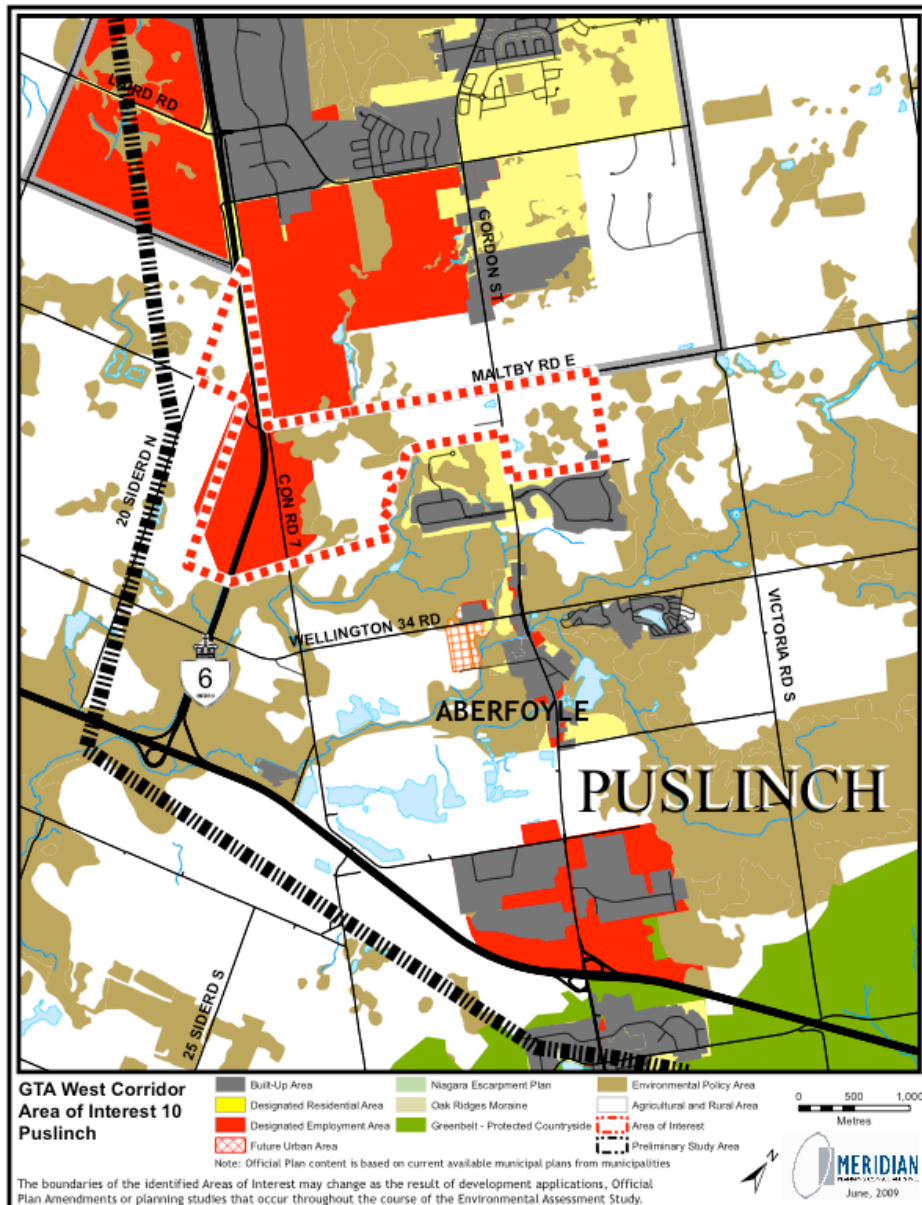




## AREA OF INTEREST # 10

### TOWNSHIP OF PUSLINCH - NORTH OF ABERFOYLE TO GUELPH BOUNDARY AND HANLON EXPRESSWAY (HIGHWAY 6)

The Area of Interest lands are located at the north side of the community of Aberfoyle to the Guelph/Puslinch border. The lands abut residential development to the south and contain some lands that are designated for Employment purposes abutting Highway 6.



## ATTACHMENT 3

### Workshop Meetings Minutes

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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 Dymant.

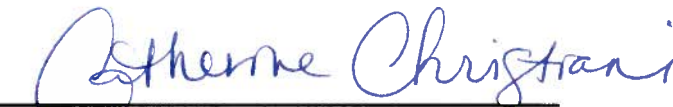
5.2 It was requested by attendees that they be kept informed as to the results of the remaining municipal workshops. The Project Team will distribute individual minutes of each session and an overall summary of all of the sessions to attendees.

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



## 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.

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:
	Bolton. The Project Team will contact GO Transit and discuss with them whether the area of interest should be expanded.	CJV
4.3.4	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.	CJV
<b>4.4</b>	<b>Additional Areas Known by Municipal Staff</b>	
4.4.1	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.	CJV/ TOWN OF CALEDON
4.4.2	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.	
4.4.3	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.	PEEL
<b>4.5</b>	<b>Corridor Protection</b>	
4.5.1	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.	
4.5.2	Municipal staff discussed the possibility of creating an OP designation entitled "Infrastructure Policy Area" for the GTA West Corridor EA.	
4.5.2	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.	
<b>4.6</b>	<b>General Discussion</b>	
4.6.1	The Project Team informed attendees of the upcoming Caledon and Brampton PIC 2 dates and locations: Caledon PIC – March 5, 2009, 4 to 8 p.m., Brampton Fairgrounds Brampton PIC – March 12, 2009, 4 to 8 p.m., Pearson Convention Centre	
	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	

**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**

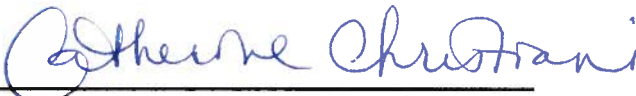
- 5.1 The Project Team will distribute the individual minutes of each municipal workshop session and an overall summary of all of the workshop sessions to attendees.
- 5.2 The Project Team requested that if municipal staff identify anything that needs to be updated on the consolidated land use plan or 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:** 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.

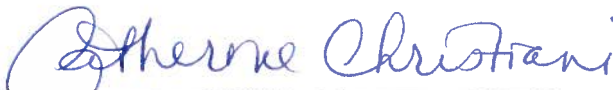
**CJV**

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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## 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 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	<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 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. 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 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 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 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:

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 a protection strategy is needed. The letters will be sent upon completion of the municipal workshop sessions.

CJV

**4.3 Area of Interest #1 and 2 Refinements**

- 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**

  
\_\_\_\_\_  
Catherine Christiani

cc: Attendees  
Project Team Members

## ATTACHMENT 4

Ministry of Municipal Affairs and Housing  
Ministry of Transportation

Request for Notice of Development Applications  
in the GTA West Transportation Corridor EA  
Study Area



**Ministry of  
Municipal Affairs  
and Housing**

Municipal Services Office  
Central Ontario  
777 Bay Street, 2<sup>nd</sup> Floor  
Toronto ON M5G 2E5  
Phone: 416-585-6226  
Fax: 416-585-6882  
Toll-Free: 1-800-668-0230

**Ministère des  
Affaires municipales  
et du Logement**

Bureau des services aux municipalités  
Centre de l'Ontario  
777, rue Bay, 2<sup>e</sup> étage  
Toronto ON M5G 2E5  
Téléphone: 416-585-6226  
Télécopieur: 416-585-6882  
Sans frais: 1-800-668-0230



April 22, 2009

Commissioner, Environment, Transportation and Planning Services  
Mr. Dan Labrecque  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Mr. Labrecque:

**Re: Request for Notices of Development Applications in the  
GTA West Transportation Corridor EA Study Area**

Under the policies of the Provincial Policy Statement, planning authorities have a shared responsibility to protect and plan for transit and transportation infrastructure to meet the future needs of our residents and businesses. It is very important that the Province and municipalities work cooperatively to identify and expedite the planning for major inter-regional transportation corridors, while minimizing the uncertainty and disruption for all stakeholders.

To this end, we are writing today to first, thank you and your municipality's staff for your cooperation on this responsibility in the past, and more importantly, to ask that – going forward – the Ministry of Municipal Affairs and Housing be provided with notices of development applications within the GTA West Transportation Corridor Study Area.

The GTA West Transportation Corridor is identified in the Growth Plan for the Greater Golden Horseshoe as a future transportation corridor to provide better linkages between Urban Growth Centres. The Ministry of Transportation (MTO) has initiated a planning and environmental assessment (EA) study and identified a Preliminary Study Area to examine problems, opportunities and alternative solutions for improved transportation linkages in the area. The Terms of Reference for the EA study was approved by the Minister of the Environment in March 2008.

A copy of the Preliminary Study Area is attached to this letter as Schedule No. 1.



The EA Study Team is in the process of collecting background information related to current land use, Official Plan designations and development proposals throughout the Preliminary Study Area. Study Team members have been working with municipal staff to gather this information, and we appreciate their assistance and cooperation in this regard.

Pursuant to Ontario Regulations 543/06, 544/06 and 545/06, we are hereby requesting Notice of Planning Act applications in two categories as described below:

- 1) Within the Preliminary Study Area as shown on Schedule 1 — notice of all applications for upper, lower, and single tier Official Plan Amendments, Secondary Plans/Block and Plans of Subdivision or Plans of Vacant Land Condominium **outside of a current Urban Boundary** designated in the approved Official Plan.
- 2) Within the specific areas identified on Schedule No. 2 attached to this letter — notice **of all applications** for Regional and Local Official Plan Amendments, Secondary Plans/Block Plans, Plan of Subdivision or Plan of Vacant Land Condominium and Zoning By-law Amendments

Receiving such notices will assist the Ministries to provide your municipality with comments related to the GTA West study, and will assist the province with its objectives of planning and protecting for a future transportation corridor through this area.

Notices together with copies of the amendments/applications should be sent to:

Mr. Larry Clay  
Regional Director,  
Ministry of Municipal Affairs and Housing  
Municipal Services Office – Central Region  
777 Bay Street, 2<sup>nd</sup> Floor  
Toronto, Ontario  
M5G 2E5

Thank you for your cooperation and assistance in this matter.

Yours truly,



Larry Clay

Regional Director  
Ministry of Municipal Affairs and Housing



Patricia Boeckner

Director of Transportation Planning  
Ministry of Transportation

Cc:

Mr. Jeff Payne  
Victor Doyle, MMAH  
David Sit, MMAH  
Tija Dirks, MEI  
Heather Doyle, MTO  
Joe Perrotta, MTO  
Shelley Tapp, MTO  
Jin Wang, MTO

Attachments:

Schedule 1 – Map of GTA West Corridor Preliminary Study Area by regional municipalities

Schedule 2 – Map(s) of “Areas of Interest” in the GTA West Corridor Preliminary Study Area