



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Maureen Van Ravens, Director of Transportation
Bronwyn Parker, Director of Planning Policy

DATE: August 10, 2020

REPORT NO.: TPW-2020-0026

RE: GTA West Corridor Preferred Route Update

RECOMMENDATION:

THAT Report No. TPW-2020-0026, dated August 10, 2020, regarding the GTA West Corridor Preferred Route Update, be received;

AND FURTHER THAT the GTA West Project Team be requested to complete additional transportation analyses to understand impacts on the existing and planned transportation road network;

AND FURTHER THAT the Halton Region be requested to expedite the resolution of the outstanding Local Planning Appeal Tribunal (LPAT) appeals to Regional Official Plan Amendment No. 43 (GTA West/HPBATS Corridor Protection policies and related mapping);

AND FURTHER THAT in concert with the resolution of the outstanding LPAT appeals to ROPA No. 43, Town staff expedite the resolution of Official Plan Amendment No. 21 to refine Corridor Protection policies and related mapping in the Town of Halton Hills Official Plan;

AND FURTHER THAT the Town Clerk forward a copy of Report TPW-2020-0026 to the GTA West Project Team as the Town's formal comments on the Preferred Route;

AND FURTHER THAT the Town Clerk forward a copy of this report to the Ministry of Transportation, the Ministry of Municipal Affairs and Housing, the Town of Milton, the City of Brampton, Halton Region, and the Regional Municipality of Peel for their information.

[Recommendation]

BACKGROUND:

As identified through Report PLS-2019-0056, in 2007, the GTA West Environmental Assessment (EA) Study was initiated by the Ministry of Transportation (MTO) to plan for future infrastructure needs and consider options to provide better movement of people and goods throughout the Greater Golden Horseshoe to the year 2031.

As part of the study process, a Focused Analysis Area (FAA) was established. The purpose of the FAA was to identify properties within the overall study area which may be directly impacted by the future transportation corridor. It also established properties that could proceed with development.

In September 2019, the MTO released an updated FAA and Technically Preferred Route as indicated in Appendix 1. While the MTO information explained that the properties included within the green areas of the FAA may proceed for development purposes, any lands which are included within Halton Region and the Town of Halton Hills' Corridor Protection Areas (which includes the FAA green areas) remain restricted from development until such time as the Region and Town are able to refine or remove the Corridor Protection policies and related mapping from their Official Plans.

Report PLS-2019-0074, which was presented to Planning, Public Works and Transportation Committee on October 29, 2019, provided details on the Technically Preferred Route within the Town of Halton Hills and the associated transportation concerns and impacts to potential development within the Premier Gateway Employment lands. The report also contained a series of recommendations regarding i) the resolution of the long standing GTA West/HPBATS Corridor Protection policies contained in Regional Official Plan Amendment No. 43 (ROPA 43) and Official Plan Amendment No. 21 (OPA 21), ii) transportation impacts and iii) water and wastewater servicing. The report also recommended that staff continue to evaluate the impacts of the Technically Preferred Route for the GTA West Corridor and report back to Council regarding any new information related to the EA process. These recommendations were endorsed with modifications by Committee and subsequently by Council on November 11, 2019.

In addition to endorsing the recommendations contained in PLS-2019-0074 with modifications, on November 11, 2019, Council passed Resolution Number 2019-0195. This resolution indicates that Council opposes any further investment in the GTA West Transportation Corridor and was subsequently forwarded to the Premier, the Ministry of Transportation, all leaders of Provincial parties, and MPP Ted Arnott. Notwithstanding the foregoing, the Province is continuing to advance the GTA West EA. This report is intended to provide Council with a further update and recommendations on the GTA West EA.

COMMENTS:

On August 7, 2020 Town staff was advised through the GTA West Project Team of the Preferred Route and the 2020 Focused Analysis Area for the GTA West multimodal transportation corridor as indicated in Appendix 2.

Overall, the Preferred Route and 2020 FAA did not change from the Technically Preferred Route that was provided in September 2019 within the Town of Halton Hills.

The Preferred Route proposes two interchanges in Halton Hills, located at Winston Churchill Boulevard just south of 5 Side Road and at the Highway 401/407ETR, east of Trafalgar Road and Toronto Premium Outlets, south of Steeles Avenue.

From a land use planning perspective, the Preferred Route for GTA West minimizes the total area of land impacted for the Premier Gateway Employment lands within the Town of Halton Hills. Understanding that the refined Focused Analysis Area is approximately 250 m wide and the Preferred Route approximately 170 m wide, provides confirmation of the potential property impacts throughout the Corridor Protection Area and provides clarity as staff continue with the Premier Gateway Phase 2B Secondary Plan and Scoped Subwatershed Study. The Preferred Route is identified through the Town's Future Strategic Employment Area (FSEA) lands, which extend between Tenth Line and Winston Churchill Boulevard and throughout the Lot 2 lands along the Premier Gateway Employment Area Corridor east of Eighth Line to Winston Churchill Boulevard. These lands support the long term vision of the Regional Official Plan and meet the intent of Provincial policy to provide strategic transportation access to FSEA lands. Based on the Preferred Route, it is recommended that the Town and Halton Region refine the ROPA 43 and OPA 21 corridor protection policies and mapping to enable development to proceed within the Premier Gateway Employment Area lands east of Eighth Line.

From a Transportation perspective, the Preferred Route will have a significant impact on the existing and planned transportation network. Staff continue to request that additional transportation analysis be provided by the GTA West Project Team to understand the impacts it will have on the existing and planned road network.

Among other matters, the Halton Peel Boundary Area Transportation Study (HPBATS) includes a proposed transportation network system which identified the need for both the Norval West By-pass and an east-west connection to eliminate traffic through Norval. The Preferred Route does not provide a future east-west connection. As part of the GTA West Project, a solution is required to address the existing congestion and increase in heavy truck volumes within Norval.

The proposed interchange at Highway 401/407ETR will provide access to the lands within the Premier Gateway Employment Area. It is anticipated that the proposed interchange at Highway 401/407ETR will increase demand through the existing Highway 401/Trafalgar Road interchange and the intersection of Trafalgar Road and Steeles Avenue. Staff is requesting that additional transportation analysis be completed by the GTA West Project Team to provide solutions to mitigate the impacts to the

regional and local road networks. As part of the Premier Gateway Phase 1B Secondary Plan, a detailed transportation analysis was completed. The need for additional capacity and the potential for a direct access from Trafalgar Road and Highway 401 off ramp have been analyzed and recommended by both Town and Region staff to address the capacity constraint.

Staff are requesting that the GTA West Project Team meet with both the Town and Region staff to complete the necessary additional transportation analyses to adequately address our concerns.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations within this report support the Town's **Foster a Prosperous Economy Value**. The recommendations are also linked to the Shaping Growth, Transportation and Local Autonomy and Advocacy Priority/Focus Areas.

FINANCIAL IMPACT:

There is no direct financial impact associated with this report.

CONSULTATION:

Transportation and Public Works and Planning staff worked collaboratively on the preparation of this report.

PUBLIC ENGAGEMENT:

There is no public engagement required at this stage.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Cultural Vibrancy, Economic Prosperity, Environmental Health pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is very good.

COMMUNICATIONS:

Upon Council approval of this report, it is recommended that Town Clerk forward a copy of this report to the GTA West Project Team, Ministry of Transportation, the Ministry of Municipal Affairs and Housing, the Town of Milton, the City of Brampton, Regional Municipality of Halton, and the Regional Municipality of Peel for their information and action where appropriate.

CONCLUSION:

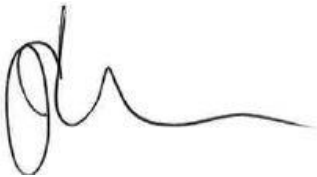
GTA West Project Team has provided the Preferred Route and the 2020 Focused Analysis Area for the GTA West multimodal transportation corridor which did not change from the Technically Preferred Route that was provided in September 2019 within the Town of Halton Hills.

The Preferred Route will have significant impacts on the existing and planned transportation network. Staff are requesting that additional transportation analyses be provided by the GTA West Project Team to understand the impacts it will have on the existing and planned road network specifically in Norval as it relates to both congestion and increase in heavy truck volumes.

From a land use planning perspective, the Preferred Route for GTA West minimizes the total area of land impacted for the Premier Gateway Employment lands within the Town of Halton Hills.

Based on the Preferred Route, it is recommended that Halton Region and the Town work together through the LPAT process to refine the ROPA 43 and OPA 21 corridor protection policies and mapping to enable development to proceed including the Premier Gateway Phase 2B Secondary Plan area.

Reviewed and Approved by,

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John Linhardt, Commissioner of Planning and Development

A handwritten signature in black ink, appearing to read 'Bill Andrews', with a cursive style.

Bill Andrews, Interim Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read 'Chris Mills', with a cursive style.

Chris Mills, Acting Chief Administrative Officer