



Council Meeting Minutes  
Tuesday, April 12, 2011  
9:30 a.m.  
Council Chambers, Town Hall

Mayor M. Morrison  
D. Beffort (Absent – Illness)  
N. deBoer  
P. Foley  
G. McClure  
R. Mezzapelli (Absent – Personal Business)  
R. Paterak  
A. Thompson (left at 12:00 p.m.)  
R. Whitehead (Arrived at 9:41 a.m.)

Chief Administrative Officer: D. Barnes  
Director of Public Works: C. Campbell  
Director of Planning & Development: M. Hall  
Corporate Communication Manager: L. Johnston  
Legislative Administrator: B. Karrandjas  
Director/Chief Financial Officer/Deputy CAO: R. Kaufman  
Director of Administration/Town Clerk: K. Landry  
Manager of Economic Development: N. Lingard

Other Staff Present Specific Items Only  
Senior Development Planner: C. Blakely  
Senior Transportation Planner: K. Chawla  
Senior Development Planner/Urban Designer: J. Kelemen  
Manager of Development: S. Kirkwood  
Senior Policy Planner: T. Manley  
Economic Development Officer: B. Roberts  
Senior Policy Planner: M. Williams

1. **CALL TO ORDER**

Mayor called the meeting to order at 9:30 a.m.

2. **PRAYER AND O CANADA**

Councillor Thompson opened the meeting with a prayer.

3. **APPROVAL OF AGENDA**

Moved by N. deBoer - Seconded by A. Thompson 2011-222

That the agenda for the April 12, 2011 Council Meeting be approved. Carried.

NOTE: The Mayor was requested to send a letter to Canada Post requesting their attendance at a Council Workshop regarding the delivery of campaign literature.

Moved by P. Foley - Seconded by N. deBoer 2011-223

That Council convene into Council Workshop. Carried.

4. **DISCLOSURE OF PECUNIARY INTEREST** – None stated.

5. **COUNCIL WORKSHOP**

1. GTA West Corridor.

Jin Wang, MTO, Project Coordinator for GTA West Corridor EA presented the following information:

Unique Approach

- Unprecedented two-stage EA process:
  - Stage 1: Need and multi-modal alternatives

- Stage 2: Route location for new corridor
- Stage 1 is a robust multi-year, multi-modal planning process:
  - No pre-defined “undertaking”
  - Considers all modes of transportation – determines system needs
  - Outcome is a multi-modal Transportation Development Strategy
  - Supported by 4 rounds of consultation
- Within provincial policy context – Greenbelt Plan, Growth Plan for the Greater Golden Horseshoe, Provincial Policy Statement (PPS)
- Builds on other transportation plans – such as Metrolinx RTP, York Viva, GO 2020, Brampton Züm

#### Study Process – Stage 1

The study process commenced in 2007 with Public Information Centre meetings being held regarding the Terms of Reference, Transportation Problems and Opportunities, Transportation Alternatives and the Transportation Development Strategy.

#### Challenge of Managing Growth

##### GTA West

##### Growth from 2006-2031

##### Greater Golden Horseshoe

Population: +2,930,000 (34% growth)

Employment: +1,250,000 (29% growth)

##### GTA West Study Area:

Population: +750,000 (75% growth)

Employment: +390,000 (75% growth)

Additional transportation improvements will be required to support future growth.

#### Building on Other Initiatives

- GO2020 Strategic Plan
- Metrolinx RTP
- Ministry of Transportation Golden Horseshoe Expansion Projects

#### Building Block Approach

##### Key steps:

1. Develop reasonable combination alternatives to address problems and opportunities
2. Assess combinations to identify advantages and disadvantages

#### Recommended Draft Transportation Development Strategy

##### Key Elements of the Strategy

- Optimize use of existing transportation infrastructure through Transportation Demand Management and Transportation System Management measures, in cooperation with Metrolinx
- Support implementation of the transit initiatives in Metrolinx RTP and GO 2020
- Initiate a study to investigate inter-regional transit opportunities linking western urban centres
- Widen selected highways to provide additional capacity, including potential HOV lanes
- Protect and implement a new transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment

##### Key Elements of the recommended new corridor

- A new transportation corridor from Highway 400 westerly to Highway 401 on the west side of Milton, east of the Niagara Escarpment; and
- A north-south link to Highway 401/407 ETR, which would provide key ramp connections that serve long-distance, inter-regional traffic

#### Recommended Draft Transportation Development Strategy

##### Group 1 Initiatives include:

- Bus bypass shoulders

- Incident/congestion management
- Ramp metering
- HOV/Transit bypass lanes
- Speed harmonization
- Provincial/employer led TDM Programs
- Long combination vehicles

Group 2 Initiatives include:

- Expanded inter-regional GO Bus Routes
- Transit supportive corridors
- Inter-regional transit hubs
- Bus rapid transit links between urban growth centres

Optimizing the Existing Transportation Network

Transportation System Management (TSM) Initiatives

MTO to initiate an Active Traffic Management Study to assess potential and viability for:

- Expanded use transit supportive corridors (reserved bus lanes, HOV lanes, bus bypass shoulders)
- Enhanced incident/congestive management
- Expanded use of ramp metering
- HOV/transit by-pass lanes on metered ramps
- Adjustable speed limits

Transportation Demand Management (TDM) Initiatives

MTO to work with Metrolinx and area communities to expand the Smart Commute program beyond the GTHA into Guelph and Wellington County area and Waterloo area

- Enhancements to current programs
- Expansion of MTO's carpool lot program
- Explore opportunities to provide funding assistance

New/Expanded Non-Road Infrastructure

Support the implementation of Metrolinx's RTP and GO 2020 initiatives

- Rapid transit
- Regional rail expansion
- Express rail

Further studies to investigate potential of additional transit initiatives

- Expanded inter-regional GO bus routes
- New bus rapid transit links between urban growth centres
- Transit network beyond GTA West Study Area
  - Inter-regional transit links between urban growth centres in Western GGH
  - Mobility hubs in the downtowns of Brantford, Cambridge, Guelph, Kitchener and Waterloo (in addition to downtown Brampton and downtown Milton)

Long-term Transit Network

- Continue to improve connection to Toronto with outlying urban centres to reduce car use
- Provide better transit between outlying urban centres –
  - Improve mode choice
  - Serve as gateway to smaller rural communities

Widening of Existing Highways

MTO, 407 ETR undertake Class EA studies for the widening of the following highways within the GTA West study area:

- 401 (from Hwy 6 to Credit River)
- 410 (from 401 to Mayfield Road)
- 427 (from 407 to Hwy 7)
- 400 (from 407 to Hwy 9)
- 407 ETR (from 401 to 400)

#### New Transportation Corridor

- MTO initiate Route Planning and preliminary design (Stage 2 of EA Study) for a new corridor from Hwy 400 in Vaughan to Hwy 401 west of Milton, with a north-south link to Hwy 401/407 ETR
  - New corridor within 170m right-of-way can accommodate a highway including HOV lanes, transitway, and truck-only facility (truckway)
  - New transportation corridor would be pursued in combination with widening of existing highways

NOTE: It was noted that a Hydro corridor requires an additional 39m.

Mike Bricks, Consultant for GTA West EA presented the following information:

#### Preliminary Route Planning Study Area

What is it?

- Area within which a reasonable range of route alternatives can be generated
- Large enough to avoid or minimize impact to the environment (natural, social and cultural)
- Large enough to also accommodate ancillary facilities such as storm water management ponds, transit stations, interchanges, carpool/transit parking lots, etc.
- Provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies
- Provide the starting point for Stage 2 EA

#### Considerations – Preliminary Route Planning Study Area

- Overall objective is to maximize opportunities for generating alternative routes
- Considerations when establishing the route planning area include:
  - Meeting MTO geometric design standards
  - Minimizing impacts to key natural features
  - Maximizing areas where crossing of key natural features cannot be avoided
  - Avoiding built-up areas
  - Minimizing impacts to approved municipal plans

New corridor – preliminary study area for Stage 2 EA was displayed.

#### Next steps

- Municipal and stakeholder consultation following the release of the draft strategy on March 7
- A minimum of 90 days for public/stakeholder review and commenting on the draft strategy
- Finalize the Transportation Development Strategy report based on input and comments received
- Initiate Stage 2 of EA for the new corridor once the Strategy has been finalized

NOTE: Council requested the Mayor to send a letter to MTO to:

- Obtain confirmation on the study area limit as it relates to the west side of Coleraine Drive
- Determine the impact on the South Albion Bolton Industrial Expansion Area
- Refine the “V” area in relation to the 410 and consider potential alternatives such as Dixie Road
- Address the concerns raised in the presentation by staff
- Request a summary of the unintended results of the Ministry’s recommendations
- Express concern with the widening of Hwy 410 to only Mayfield Road and the resulting impact on Caledon roads
- Obtain clarification on the processing of development applications in the study area limits

Kant Chawla, Senior Transportation Planner presented the following information:

#### Preliminary Route Planning Study Area

##### Areas of Concerns to Town

- Employment lands of 620 acres
- Advance stage of Planning
- Impact at the south end
- MW lands: Chinguacousy – Old School – Dixie – Mayfield
- Approved development lands

- Phase 2 – Advance Stage of Planning
- Highway 410 linkage with potential GTA West Corridor is a concern

Maps of Mayfield West and South Albion Bolton were displayed.

#### Issues/Concerns for Town

- No consideration for long-term vision (lack of integration between NGTA and GTA)
- Land use/development impacts
- Economic development impacts
- Preliminary route study area is large – is not required to be taken to King Street
- Preliminary route study area should be refined
- Integration of Highway 410 with the potential GTA West Corridor is not clear
- Lands may be frozen for any current/future developments
- Does not coincide with the proposed SISA designated through ROPA 24 and Town's OPA 226
- Transportation development strategy marks the end of Stage 1 in the over-all EA process
- Unknown timelines – years not month

Map of OPA 226 – SISA was displayed.

#### Next Steps

- A 90 day review period to provide comments
- Attend MTO's Municipal Advisory Group Meeting – April 20, 2011
- Discussions with Peel Municipalities
- Staff Report to Council

## 2. Student Transportation Services.

Tom Howe, Manager of Student Transportation, Peel District School Board advised Council of the consortium, formed by agreement between the Dufferin-Peel Catholic District School Board and the Peel District School Board for the purpose of providing a common administration of transportation services for students residing in Peel. STOPR is one of the thirty transportation consortiums within Ontario which have been mandated by the Ministry of Education.

The STOPR consortium administers each of the Boards' transportation policies and plans and implements all aspects of home to school student transportation services. A Governance Committee comprised of Trustee and Senior Administration representatives from each Board oversee the activities of the STOPR consortium. School Board Trustees are not involved in procedures related to transportation, including the process to determine student eligibility for transportation.

STOPR endeavors to provide safe and efficient transportation services to and from school each day for students qualifying as eligible for transportation based on each Board's policy governing transportation eligibility.

The safety of transported students is the highest priority for STOPR. In all aspects of school bus service, from route planning and design through daily operations, safety is always the first consideration. The establishment of safe bus stop locations, extensive driver training requirements and multiple safety features on a school bus are just a few of the key considerations in establishing a safe transportation system for students.

Tom Howe reviewed the jurisdictional authority for various agencies involved in the transportation of students which includes the municipality, school boards, police and the consortium.

Tom Howe advised that a local Council has jurisdiction over sidewalks and roads to ensure they are safe.

Tom Howe indicated that he is currently working with the Mississauga Traffic Safety Council to develop a document for citizens that provides information on the role of the various agencies regarding student transportation.

Wendy Dobson, Assistant Manager of Student Transportation, Peel District School Board reviewed the new software currently being used by Student Transportation Services as well as some other websites that assist parents with obtaining information on bus routes and delays.

Moved by R. Paterak – Seconded by P. Foley

2011-224

That Council rise out of Council Workshop.

Carried.

**6. PUBLIC QUESTION PERIOD**

1. Adrie Lamers, CEAC member referred to the presentation made by the Peel District School Board regarding the bussing of students to school and commented that those students in close proximity to a school should be walking to school to prevent obesity and to teach our children responsibility.
2. Domenica Galloro, resident expressed concern that the workshop did not address the issue of student safety related to students walking to a bus stop and potential criminal activity and the lack of response to her concerns by the School Board.

Mayor Morrison advised Domenica Galloro that she needs to follow up directly with the School Board.

**7. BY-LAWS**

Moved by P. Foley – Seconded by R. Paterak

2011-225

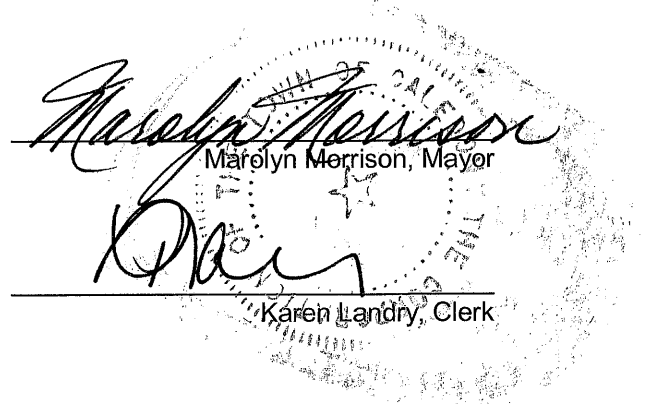
That the following by-law be taken as read three times and finally passed in open council:

2011-045 To confirm the proceedings of the April 12, 2011 Council Meeting.

Carried.

**8. ADJOURNMENT**

On verbal motion moved by Councillor Foley and seconded by Councillor deBoer, Council adjourned at 12:19 p.m.



Marilyn Morrison, Mayor  
Karen Landry, Clerk