

May 31, 2011

Mr. Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



Resolution Number 2011-465

REGIONAL MUNICIPALITY OF YORK
CLERK'S OFFICE
FILE No. - P07

Subject: GTA West Corridor Draft Transportation Development Strategy

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, May 26, 2011:

That the Region of Peel comments on the GTA West Corridor Planning and Environmental Assessment Study's Draft Transportation Development Strategy Report, attached as Appendix IV to the report of the Commissioner of Public Works, dated May 9, 2011, titled "GTA West Corridor Draft Transportation Development Strategy", be endorsed;

And further, that a copy of the subject report be submitted to the Ontario Ministry of Transportation and the GTA West Corridor Planning and Environmental Assessment Study Project Team, to serve as the Region of Peel's comments and input on the Draft Transportation Development Strategy Report;

And further, that the Regional Chair be authorized to meet with the Minister of Transportation Ontario, on behalf of Regional Council:

- to discuss the Region's interest in working with the Province to further our common objectives for the GTA West Corridor; and
- to request approval to undertake and identify funding for Stage 2 of the GTA West Corridor Planning and Environmental Assessment Study so that this stage can be expedited;

And further, that a copy of the subject report be forwarded to the Cities of Brampton, Mississauga, Guelph and Vaughan, the Towns of Caledon and Halton Hills, the Regions of Halton and York and the County of Wellington, for information.

The above resolution and a copy of the subject report are provided for your information.

Stephanie Jurrius
Legislative Specialist
SJ:rc

c: Dan Labrecque, Commissioner, Public Works, Region of Peel

Also Sent to:

- Jin Wang, Ontario Ministry of Transportation
- Neil Ahmed, McCormick Rankin
- Clerk, City of Brampton,
- Clerk, City of Mississauga
- Clerk, City of Guelph,
- Clerk, City of Vaughan
- Clerk, Town of Caledon
- Clerk, Town of Halton Hills
- Clerk, Region of York
- Clerk, Region of Halton
- Clerk, County of Wellington

DATE: May 9, 2011

REPORT TITLE: **GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY**

FROM: Dan Labrecque, Commissioner of Public Works

RECOMMENDATION

That the Region of Peel comments on the GTA West Corridor Planning and Environmental Assessment Study's Draft Transportation Development Strategy Report, attached as Appendix IV to the report of the Commissioner of Public Works, dated May 9, 2011, titled "GTA West Corridor Draft Transportation Development Strategy" be endorsed;

And further, that a copy of the subject report be submitted to the Ontario Ministry of Transportation and the GTA West Corridor Planning and Environmental Assessment Study Project Team, to serve as the Region of Peel's comments and input on the Draft Transportation Development Strategy Report;

And further, that the Regional Chair, on behalf of Regional Council, be authorized to meet with the Minister of Transportation Ontario:

- to discuss the Region's interest in working with the Province to further our common objectives for the GTA West Corridor; and,
- to request approval to undertake and identify funding for Stage 2 of the GTA West Corridor Planning and Environmental Assessment Study so that this stage can be expedited;

And further, that a copy of the subject report be forwarded to the Cities of Brampton, Mississauga, Guelph and Vaughan, the Towns of Caledon and Halton Hills, the Regions of Halton and York and the County of Wellington, for information.

May 9, 2011

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

REPORT HIGHLIGHTS

- As part of the GTA West Corridor Planning and Environmental Assessment (EA) Study the Ontario Ministry of Transportation (MTO) has released a Draft Transportation Development Strategy (TDS) Report. The Draft TDS identifies the need for a new transportation corridor that would pass through the Town of Caledon and the City of Brampton.
- The MTO has identified a Preliminary Route Planning Study Area, an area smaller than the original Preliminary Study Area but large enough to accommodate several route alignment alternatives.
- The Region of Peel comments on the Draft TDS are attached as Appendix IV to this report. The Region of Peel support the conclusions of the Draft TDS Report, but raise concerns about and/or seek clarification on several aspects of the TDS and the Preliminary Route Planning Study Area.
- Finalization of the TDS will mark the end of Stage 1 of the EA study. It is recommended that the Regional Chair, on behalf of Regional Council, be authorized to meet with the Minister of Transportation to discuss the Region's interest in working with the Province to further our common objectives for the GTA West Corridor and to request approval to undertake and identify funding for Stage 2 of the GTA West Corridor Planning and Environmental Assessment Study be expedited so that this stage can get underway as soon as possible.

DISCUSSION

1. Background

The Ontario Ministry of Transportation (MTO) is undertaking an Environmental Assessment (EA) study to examine long-term transportation problems and opportunities, and consider alternative solutions to provide better linkages between Urban Growth Centres in the study's Preliminary Study Area (see Appendix I).

The EA study was launched in 2007. The Terms of Reference for the study were approved by the Ontario Minister of the Environment in March 2008. Stage 1 of the EA study has examined and confirmed the need for transportation improvements in the Preliminary Study Area, examined multi-modal alternative solutions, identified a Draft Transportation Development Strategy (TDS) and defined a Preliminary Route Planning Study Area.

In developing alternatives, the MTO followed a philosophy of first optimizing the existing transportation network and then if necessary incorporating non-roadway infrastructure improvements and expansions before considering the provision of new roads and/or highways.

Regional and area municipal staff have been actively involved in the EA study through participation in Municipal Advisory Group meetings, review of and comments on reports and supporting documents, and inter-agency discussions.

2. Draft Transportation Development Strategy

Stage 1 of the EA study looked at four groups of transportation alternatives: (1) optimization of existing transportation infrastructure; (2) the development of new/expanded non-road infrastructure; (3) the widening/improvements of existing roadways; and (4) the construction of a new transportation corridor. Each group built on the others – Group 4, for example,

May 9, 2011

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

included elements from Groups 1, 2 and 3. Assessment conducted during Stage 1 determined that a new transportation corridor is needed to fully address future transportation problems and opportunities. The Draft TDS developed by the MTO (see Appendix II) includes elements from all four groups of alternatives.

The recommended TDS will be implemented in phases:

Short-Term Elements (0-5 Years)

- Stage 2 of the EA study (route planning and preliminary design of a new transportation corridor)
- Optimization of existing transportation facilities through, for example:
 - High Occupancy Vehicle (HOV) /transit bypass at key locations
 - Expanded use of ramp metering
 - Expanded use of speed harmonization
 - Enhanced incident/congestion management
 - Provincial/employer led Transportation Demand Management programs
 - Long combination vehicles
 - Studies to explore inter-regional transit improvements
 - A feasibility review of goods movement and freight initiatives

Medium-Term Elements (5-15 Years)

- Widening of selected highways to provide additional capacity, including potential HOV lanes – MTO to undertake EA studies to investigate and confirm the need, timing and the lane requirements for widening of the following provincial facilities:
 - Highway 401
 - Highway 407 ETR
 - Highway 410
 - Highway 427
 - Highway 400

Long-Term Elements (15-25 Years)

- Design and construction of a new transportation corridor

The proposed new transportation corridor would extend westerly from Highway 400 to Highway 401 on the west side of Milton and include a north-south link to Highway 401/407 ETR. The north-south link in the TDS coincides with the study area for the Halton-Peel Freeway identified in the Halton-Peel Boundary Area Transportation Study.

As a part of Stage 1, the MTO and its project team identified a Preliminary Route Planning Study Area (see Appendix III); a refinement of the Preliminary Study Area that is still large enough to accommodate several route alignment alternatives for a new transportation corridor. The Preliminary Route Planning Study Area provides the starting point for Stage 2 of the EA study (Route Planning and Preliminary Design).

The Draft TDS Report was released for public and stakeholder comment on March 11, 2011. Regional staff prepared consolidated comments to be submitted as the Region of Peel's response to the GTA West Corridor Planning and Environmental Assessment Study Draft Transportation Development Strategy Report (see Appendix IV).

May 9, 2011

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

3. Regional Comments on the Draft Transportation Development Strategy

The Region of Peel supports the direction of the EA study and the conclusions of the Draft TDS Report. The Region believes that the new transportation corridor and associated highway and non-road improvements represent an opportunity to improve transportation linkages, address traffic congestion issues, accommodate forecasted population and employment growth, and support economic growth in Peel Region and the western sections of the Greater Toronto Area.

Further, the Region believes that the recommendations in the Draft TDS align well with the objectives and policies in the Region's Official Plan. The emphases on multi-modalism, system optimization and minimizing environmental impacts fits in well with overarching theme of the Region's recent Official Plan Amendments: increasing sustainability. The recommendations in the Draft TDS will help the Region meet the Official Plan's transportation-related objectives, including the achievement of the safe, convenient and efficient movement of people and goods in the Region and the development and promotion of a sustainable, effective and integrated multi-modal transportation system.

Existing levels of congestion, however, call for short term actions in order to ensure the efficient movement of people and goods within and through Peel. The Region therefore urges the Province to expedite the widening of Highway 401 through Peel and Halton, the construction of the Highway 427 Extension, and improvements to transit service in the study area.

In its comments on the Draft TDS, the Region raises concerns about and/or seeks clarification from the MTO and its project team on several issues, including:

- The number of lanes proposed for the new transportation corridor (in relation to the forecast vehicle volumes);
- The inclusion of lands in the Preliminary Route Planning Study Area that are currently in the advanced stages of planning;
- Direction and/or tools to enable protection of the corridor to ensure that land development does not preclude its construction;
- Coordination with a study on, and the potential co-location of, a hydro corridor;
- Provisions for a connection to the proposed Niagara-to-GTA Corridor; and
- The need to undertake some analysis for time periods beyond the EA study's 2031 horizon year.

The Region's comments also identify several issues that the MTO will need to consider as it undertakes Stage 2 of the EA study. These include:

- Potential interchanges at Regional roads;
- The location of existing and planned water and wastewater infrastructure (and the timing of planned improvements);
- Minimizing impacts to public health;
- Addressing the integrity and function of the Greenland System;
- Evaluating the impacts of route alignments on agricultural lands and operations; and
- Evaluating the impacts of route alternatives on ground and surface water resources.

May 9, 2011

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

4. Next Steps

Pending approval by Regional Council, the Region of Peel comments on the Draft TDS will be submitted to the MTO.

Finalization of the TDS, based on the input and comments received from stakeholders and the public, will mark the end of Stage 1 of the EA study. At this point in time neither the approval to undertake, nor the commitment of the requisite funding for, Stage 2 has taken place. It is recommended that the Regional Chair, on behalf of Regional Council, be authorized to meet with the Minister of Transportation to discuss the Region's interest in working with the Province to further our common objectives for the GTA West Corridor and to request that approval to undertake, and the identification of funding for, Stage 2 of the study be expedited so that this stage can get underway as soon as possible. This call for an expedited EA process is consistent with Regional Council's request for the Provincial Government to streamline the Environmental Assessment (EA) process for all provincial transportation projects.

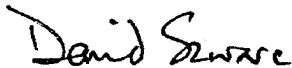
Once approval and the identification of funding for Stage 2 have occurred, the MTO will need to select and engage a consultant team. This is expected to take approximately one year. Stage 2 of the EA study is expected to take a further 3 to 5 years. The results of the EA would then need to be approved by the Minister of the Environment (a process expected to take 1 to 1 ½ years). This would, in turn, be followed by a detailed design study (lasting approximately 3 to 5 years).

When implemented, the new transportation corridor and other road and non-road improvements identified in the Draft Transportation Development Strategy will improve how people and goods are moved within and through Peel. Regional staff will stay actively involved in, and continue to work in collaboration with the area municipalities on this important project as it advances beyond Stage 1. Staff will provide updates to Regional Council on the EA study as it progresses.



Dan Labrecque
Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Brian Lakeman at extension 4708 or via email at brian.lakeman@peelregion.ca

Authored By: Brian Lakeman 

c. Legislative Services

PW-B1-6

APPENDIX I

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

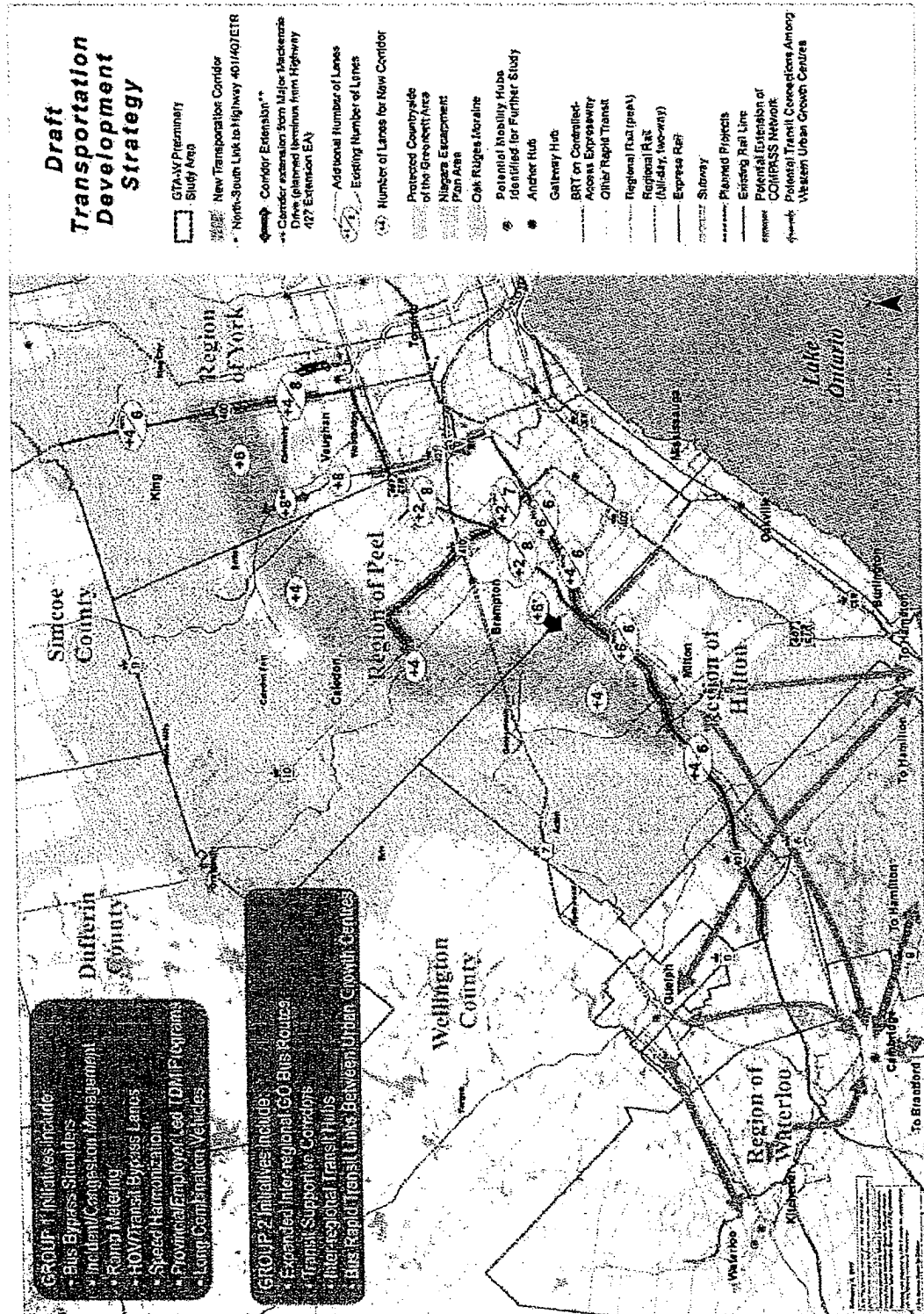
A map of the Greater Toronto Area and surrounding regions. The "PRELIMINARY STUDY AREA" is indicated by a dark grey shaded region covering parts of Peel, York, Dufferin, Wellington, Halton, and Hamilton counties. Major cities and towns labeled include Orangeville, Bolton, Nobleton, Vaughan, Caledon, Erin, Fergus, Acton, Georgetown, Brampton, Mississauga, Oakville, Burlington, Milton, Guelph, Cambridge, Waterloo, Kitchener, and York. Highway shields are shown for routes 89, 10, 9, 400, 6, 7, 8, 401, 403, 407, 409, 427, 410, 85, and QEW. A scale bar indicates 0 to 12 km, and a north arrow points upwards. An airport symbol is located near Mississauga.

May 9, 2011

APPENDIX II

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

Draft Transportation Development Strategy



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GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

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May 9, 2011
APPENDIX IV

PW-BI-9

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

Region of Peel response to the GTA West Corridor Planning and Environmental Assessment Study Draft Transportation Development Strategy Report

The Region of Peel supports the direction of the GTA West Corridor Planning and Environmental Assessment (EA) study and the conclusions of the Draft Transportation Development Strategy (TDS) Report. The new transportation corridor and associated highway and non-road improvements represent an opportunity to improve transportation linkages, address traffic congestion issues, accommodate forecasted population and employment growth, and support economic growth in Peel Region and the western sections of the Greater Toronto Area.

The recommendations in the Draft TDS align well with the objectives and policies in the Region's Official Plan. The emphases on multi-modalism, system optimization and minimizing environmental impacts fits in well with overarching theme of the Region's recent Official Plan Amendments: increasing sustainability. The recommendations in the Draft TDS will help the Region meet the Official Plan's transportation-related objectives, including the achievement of the safe, convenient and efficient movement of people and goods in the Region and the development and promotion of a sustainable, effective and integrated multi-modal transportation system.

The Region of Peel has reviewed the Draft TDS Report and offers the following comments for consideration during finalization of the TDS and Stage 2 of the EA study. The comments below reflect the level of detail included in the Draft TDS. More detailed comments will be provided by the Region as the study progresses. In recognition of the multi-jurisdictional nature of the corridor, the potential impacts to the movement of goods and people within and through Peel, and the potential impacts to Regional infrastructure, the Region needs to be key stakeholder in Stage 2 of the EA study.

Draft Transportation Development Strategy

The Region of Peel supports the Draft TDS and the recommended transportation corridor outlined in the report. The Region believes that implementation of the various elements of the Draft TDS would improve, and increase the options for, how both people and goods are moved within and through Peel. The Region notes that policies in the Region's Official Plan support the GTA West Corridor EA study (Policy 5.9.3.2.6) and the associated highway and non-road improvements and measures recommended in the Draft TDS (5.9.3.2.7, 5.9.5.2.6, 5.9.7.2.1, 5.9.9.2.3 and others).

- 5.9.3.2.6: Participate in and support, in consultation with the affected municipalities, the Province's environmental assessment study for the GTA West transportation corridor and its links to the transportation network, and encourage and work with the Province and affected municipalities to take appropriate actions to ensure that the corridor is not precluded. [Note: this policy is under appeal to the Ontario Municipal Board.]
- 5.9.3.2.7: Encourage and support the planning, corridor protection and the early construction of the following facilities:
 - a) The widening of Highway 410 from Highway 401 to Mayfield Road;
 - b) The widening of Highway 401 between Highway 403/410 and Trafalgar Road in Halton Region;

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

- c) The extension of Highway 427 to Major Mackenzie Drive in York Region;
- d) The completion of the Courtney Park Drive/Highway 410 interchange; and
- e) The completion of the Bramalea Road/Highway 407 interchange
- 5.9.5.2.6: Support Metrolinx and the area municipalities in the expeditious planning and implementation of, and support Metrolinx and the federal government in the expeditious funding of, a GTHA-wide rapid transit network and, in particular, of:
 - a) Rapid transit projects in Peel included in the Metrolinx Regional Transportation Plan; and
 - b) Rapid transit projects in the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan
- 5.9.7.2.1: Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in the Region.
- 5.9.9.2.3: Work with all levels of the public and private sectors to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of sustainable modes of transportation and to develop programs for implementing these and other travel demand management strategies

The Region welcomes the "optimize first" approach of the study, the consideration of non-road improvements and measures and the recognition that, in addition to these improvements and measures, a new transportation corridor is required to meet forecasted demand.

The Region also welcomes the consideration of the results of Phases 1 and 2 of the Halton-Peel Boundary Area Study (HPBATS) Class EA in the GTA West Corridor EA study. The Region notes that the report mentions the Province assuming proponentcy for the HPBATS Corridor under Alternative 4-2 but seeks clarity as to whether this also applies to the Draft TDS (which combines elements of Alternatives 4-2 and 4-3). This appears to be the case, but formal acknowledgement of this would be welcomed.

The Region further notes that the Draft TDS recommends that the Halton-Peel Freeway (the north-south component of the GTA West Corridor) be six lanes. This differs from recommendations in the HPBATS Final Report, which call for eight lanes between Highway 401/407 and Bovaird Drive and six lanes north of Bovaird Drive, with the latter section protected to accommodate eight lanes beyond 2031. (The eight and six lane cross-sections include an HOV/transit lane in each direction.)

The Region requests that the Ontario Ministry of Transportation (MTO) work with them and the other municipalities involved in the HPBATS study with respect to how to advance the HPBATS corridor (possible continuation of the HPBATS study outside of or alongside the GTA West Corridor study, construction timing to suit municipal needs, corridor protection issues, etc.).

May 9, 2011
APPENDIX IV

PW-31-11

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

The Region would appreciate receiving further information justifying the number of lanes shown on the map of the Draft TDS (Exhibit 5-1). Wording in the report notes that, under Alternative 4-2, the new GTA West Corridor would operate at moderate to major congestion through most of its extent, indicating significant usage and the possible need to widen this facility beyond the four to six lanes used in the model runs. If the transportation corridor included in the Draft TDS would operate at similar levels of congestion as the corridor in Alternative 4-2, The Region sees merit for consideration of an initial six lane cross-section through Peel and, as noted above, eight lanes along the north-south section of the corridor. Doing so would allow for growth beyond the study's 2031 horizon and possibly preclude the need for widening of the corridor soon after its construction.

The Region welcomes the detailed analyses of Alternatives 4-2 and 4-3 in the report, but sees merit in comparable analyses for the Draft TDS as a whole. Of particular interest are the forecasted decreases in auto and truck delays on the provincial highways and municipal road networks and improvements to the reliability of the road system. As the report notes, delays on the transportation network represent a significant drain on the economy and place Peel and the Greater Golden Horseshoe at a competitive disadvantage to other regions in terms of attracting new investment and maintaining our current transportation-dependent industries.

The Region also welcomes the consideration of goods movement in the study. The efficient movement of goods is critical to Peel's economy. The recommended transportation corridor would improve how goods are moved within and through Peel. It would also provide enhanced accessibility to existing and new industrial areas in the City of Brampton and the Town of Caledon and increase their competitiveness regionally and internationally. The diversion of trips from Highway 401 to the new transportation corridor would also benefit employment lands in the City of Mississauga.

The Region welcomes the Draft TDS' recommended action of conducting a feasibility review of potential future initiatives aimed at removing freight/passenger rail conflicts and providing grade separations at road/rail crossings. On this and other goods movement-related matters, the Region encourages the MTO to consult with the members of the Peel Goods Movement Task Force.

Section 5.2 of the report refers to the Long Combination Vehicle pilot project. This wording should be updated to reflect the current status of the program.

The Region appreciates the sensitivity analysis undertaken as part of the study on making the corridor a dedicated truck facility. The results indicate strong potential use of the corridor to move goods. This could help speed the movement of goods, increase travel time reliability and alleviate congestion on the other provincial highways within or adjacent to Peel. The Region encourages the MTO to carry forward both the dedicated truck facility option as well as an option incorporating truck-only lanes as the EA study progresses.

The Region also appreciates the sensitivity analysis undertaken on a connection to the Niagara-to-GTA Corridor. The Region sees this connection as an important link for goods movement trips, especially those destined to United States border crossing

May 9, 2011

PW-B1-12

APPENDIX IV

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

points. The Region requests that the MTO undertake further examination of such a connection as the EA study progresses.

The Region notes that the proposed transportation corridor will intersect with several Regional roads. The Region requests that the MTO work with them to identify those Regional roads at which interchanges will be constructed. Early identification of such interchanges will enable the Region to start planning for them in a timely manner. The Region acknowledges that they will provide traffic signals at the ramp terminals at the interchanges with Regional roads.

The recognition of the importance of improving transit in the study area is welcomed. The Region agrees with the importance of implementing the transit system improvements and actions identified in the Metrolinx Regional Transportation Plan (RTP). The Region notes, however, that if inter-regional transit improvements are to make a difference in the study area in the short to medium terms, Metrolinx needs to raise the priority of improvements planned for the western section of the GTA and expedite the identification of funding for these projects.

Still on the subject of inter-regional transit, the Region requests that the Final TDS take into consideration and mention the results of the Bolton Commuter Rail Service Feasibility Study. Further, the Region encourages the Province to move quickly to initiate the Environmental Assessment study for the Bolton Commuter Rail project.

In addition, the Region notes that several of the transit projects identified in the Metrolinx RTP may intersect with the proposed transportation corridor. Planning for the corridor must take this into consideration. The Region also notes that, while the Draft TDS identifies transit needs in the areas to the west of the study area (Cambridge, Waterloo, etc.), there is little mention of areas to the north. The Region notes the importance of the Brampton-Orangeville transit corridor.

The Region welcomes the optimization of existing networks as a building block for all of the alternatives considered in Stage 1 of the EA study. The Region notes their experience in the application of Transportation Demand Management (TDM) measures and their support for new or enhanced TDM and Transportation System Management measures.

The Region notes that the EA study's 2031 horizon year is only 20 years away and suggest that the study would benefit from some analysis for time periods beyond 2031. This would, the Region believes, allow for some consideration of the study area's post-2031 transportation needs during the design phases of the EA study and would represent good longer term transportation planning.

While the Region acknowledges the long term benefits of a new transportation corridor, and the potential for the short and medium term elements called for in the Draft TDS to take some pressure off the road system, current levels of traffic congestion are such that improvements to the study area's transportation system are needed now. A combination of actions, ranging from the very short term to the longer term, is needed to address both existing and future problems and opportunities. To this end, the Region urges the Province to expedite the widening of Highway 401 through Peel and Halton, the

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

construction of the Highway 427 Extension, and improvements to transit service in the study area.

Preliminary Route Planning Study Area

The Region of Peel acknowledges the principles behind the identification of the Preliminary Route Planning Study Area and recognize that is intended to be large enough to accommodate several route alignment alternatives for new highway and/or transitway facilities. In response to the request in the Draft TDS for input on refinements to the Preliminary Route Planning Study Area, the Region notes that the route encompasses areas that are currently in the advanced stages of planning (such as the Mayfield West Phases 1 and 2 areas and the South-Albion Bolton Settlement Study Area in the Town of Caledon and the SP47 and Northwest Brampton areas in the City of Brampton). A particular concern is the "vee" representing the linear extension of Highway 410 in the Town of Caledon, as these lands have already been approved for development. The Region requests that the MTO work with the Town of Caledon, the City of Brampton and the Region to ensure the coordination of planning activities in these areas.

The Region requests that the MTO work with the Region and its area municipalities to ensure that the final route for the transportation corridor aligns with the planning objectives of the affected area municipalities. The Region and its area municipalities will need to be key stakeholders as the route for the transportation corridor is refined.

With the identification of the preliminary Route Planning Study Area, and the imminent conclusion of Stage 1 of the EA study, the Region requests that the MTO provide direction and/or tools to enable protection of the corridor to ensure that land development does not preclude its construction. The report notes that property designation of the new transportation corridor will be provided by MTO in the near term as an outcome of the completion of the EA study. The Region notes that the Draft TDS Report discusses alternative forms of corridor protection that the Province can take following the completion of Stage 1 of study and encourages the MTO to consider these and to implement appropriate corridor protection measures at the earliest opportunity.

The Region notes that Regional Official Plan Amendment (ROPA) 24 (as adopted by Regional Council) developed policies for a Strategic Infrastructure Study Area (SISA) and that this is conceptually depicted on Schedule D in the ROPA. The Region requests that the MTO take the SISA-related policies and mapping into consideration during Stage 2 of the EA study.

Hydro Corridor

The Region of Peel notes that they received a report from the Ontario Power Authority (OPA) detailing future electricity transmission systems requirements within Peel. The report identifies a need for an east-west transmission line in Northern Brampton / Southern Caledon and a north-south transmission line in Western Brampton / Southern Caledon to serve the forecasted electrical load in the area over the next 25 years. The Region welcomes the MTO's meetings with the OPA and Hydro One to discuss coordination opportunities between the GTA West study and a hydro corridor EA study. The Region sees merit in further coordination and in opportunities to co-locate the

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

corridors, recognizing that a hydro corridor would require an additional 39 metres of right-of-way. Planning for the two corridors – both the geographic areas and the study timelines – should be as coordinated as possible.

Infrastructure

The Region of Peel notes that the MTO will need to take existing and planned water and wastewater infrastructure into consideration during Stage 2 of the EA study. The Region notes, for example, that they have existing infrastructure alongside and in the vicinity of the highways for which widenings are called for in the medium term as part of the Draft TDS (Highways 401, 407 and 410). Stage 2 of the EA study will need to consider the impacts of the highway widenings on existing and proposed Regional infrastructure and this, or a future Stage, will need to address the issue of costs associated with the replacement or relocation of Regional infrastructure.

The Region further notes that a number of existing and proposed pumping stations, reservoirs, elevated tanks, transmission mains and feeder mains are located within or adjacent to the Preliminary Route Planning Study Area identified in the Draft TDS. Potential impacts to this infrastructure, and the associated costs of the impacts, will need to be considered during Stage 2 of the EA study.

In addition, the Region notes that they have future servicing projects in the Preliminary Route Planning Study Area that are in the planning or detailed design stages. Construction of these projects is planned within the next 10 to 15 years (i.e. prior to construction of the proposed transportation corridor). The Region and the MTO, therefore, need to address the issue of the coordination of future servicing and construction of the proposed corridor and associated improvements.

The Region requests that they be involved in the EA process early enough to allow them to properly identify the technical and financial impacts of the proposed transportation corridor and associated improvements. The Region can provide the MTO with maps of existing and planned infrastructure in Peel Region, as needed.

Finance

The Region of Peel requests that all possible efforts be made to expedite the construction of the transportation corridor, as this would serve as a catalyst for significant development in the immediate areas along the highway and throughout Peel Region. The Region expects that the new development would generate significant development charge revenues (revenues that play a critical role in financing the related infrastructure required to support new development in Peel). The Region is currently making several key strategic investments in infrastructure to service the development that would materialize before and during the final phase of the highway construction. The Region notes that, given the difference in timing of the expenditures related to the construction of Regional infrastructure (i.e., the immediate term) and the collection of development charges revenues at the time when the development actually occurs (i.e., when building permits are issued in the future), the Region incurs a funding gap which it manages through the planned issuance of debt. As such, the expedited pace of construction of the transportation corridor would greatly facilitate the timing of future

May 9, 2011

APPENDIX IV

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

development and thereby help realize development charge revenues much sooner and thereby enable the Region to reduce the level of its planned debt obligations.

Public Health

At a time of increasing evidence for a strong relationship between health and built environments, it is crucial that the fields of planning and public health collaborate to achieve the common goal of creating healthy, sustainable communities. The Region of Peel acknowledges, and welcomes, the "building block" approach followed during Stage 1 of the EA study. The Region encourages the MTO to ensure that the proposed GTA West Corridor is designed to minimize adverse human health impacts and to promote alternative modes of transportation other than the single occupancy vehicles.

The Region encourages the MTO to ensure that the new transportation corridor maximizes opportunities for active transportation on roads and trails. For example, the Ministry is encouraged to consider corridor design, including the design of on or off ramps, that does not impair safety or impede cycling routes and trails which intersect with the corridor. This should also include the consideration of the potential impacts of higher volumes of traffic on roads adjacent to the new corridor.

The Region supports the TDS' consideration of a transitway, future HOV lanes and other Transportation Demand Management measures which promote modes of transportation other than single occupancy vehicles. Access to transit has been shown to increase daily activity levels which, in turn, benefits overall health. It can also reduce the number of vehicles on the road and lower overall pollution levels. The Region strongly encourages the MTO to continue to explore transit-oriented options and related infrastructure and operational improvements which facilitate and foster the use of transit (such as carpool lots along the route and collaboration by transit authorities to ensure robust transit connectivity between routes and services).

Studies consistently show a gradient of poor air quality in the vicinity of highways, with the highest levels immediately adjacent to highways. This gradient depends on the level and type of emissions and the dispersion characteristics. People who spend extended periods of time close to major traffic corridors may be exposed to traffic-related pollution at a higher rate. The Region therefore recommends that sensitive land uses like residential areas, schools, long-term care facilities and nursing homes, and hospitals be appropriately set back from the traffic corridor.

Additionally, there is emerging evidence from the United States Environmental Protection Agency that vegetative barriers alongside roadways and a cut section approach to design may minimize contaminant dispersion adjacent to roadways. The Region encourages the MTO to explore mitigation measures, such as vegetative barriers, to lower potential human exposure of traffic related pollution near roadways.

More specific to the Region of Peel, on May 25, 2010 the Ministry of Municipal Affairs and Housing approved the Region of Peel's ROPA 21A which included policies relating to air quality. The policies provide guidance for the improvement of air quality by the Region through the land use and infrastructure planning processes. The Region encourages the MTO to consider these policies as they undertake Stage 2 of the EA study.

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

The Region notes that the initial air quality assessment conducted as part of the EA study did not include data from a monitoring station in Newmarket which, according to the Ministry of the Environment, best represents Caledon's air quality. The Region requests that the MTO include data from the monitoring station located on Eagle Street West / McCaffrey Road in Newmarket in the detailed air quality modelling to be undertaken during Stage 2 of the EA study (<http://www.airqualityontario.com/history/station.cfm?stationid=48006>.) The Region further requests that the MTO send copies of the detailed air quality assessments to Peel Public Health and other affected health units for review.

Greenland and Natural Heritage Systems

The Region of Peel welcomes the route selection criterion of minimizing impacts to the Greenbelt, Oak Ridges Moraine and Niagara Escarpment wherever possible that was used in the identification of the Preliminary Route Planning Study Area. As the EA study moves forward, The Region encourages the MTO to consider the policies in the Region's Official Plan aimed at protecting and enhancing the Greenland and Natural Heritage Systems. The Region requests that every effort be made to avoid impacts to the Greenland Core Areas which are viewed by the Region as regionally significant. In particular, the Region directs the MTO to the following policies:

- 2.3.2.2, which identifies regionally significant Core Areas of the Greenland System and locally significant Natural Areas and Corridors and Potential Natural Areas and Corridors; and
- 2.3.2.5, which permits essential infrastructure within Core Areas of the Greenlands System, subject to it being demonstrated there are no reasonable alternative locations outside of the Greenland System and the essential infrastructure is directed away from the Greenland System to the greatest extent possible. If impacts to the Greenland System cannot be avoided, the impacts should be minimized and mitigated through restoration or enhancement to the greatest extent possible.

The Region further requests that the MTO address the integrity and function of the Greenland System and in particular the maintenance, restoration or enhancement of critical north-south corridors that link the Greenbelt to Lake Ontario. These include, at a minimum, the Credit River, Etobicoke Creek, the West Humber River and other valley and stream corridors of the Greenland System and associated headwater tributaries. The Region encourages the MTO to consider innovative designs to minimize the impacts of highway crossings and that facilitate the movement of plants and animals (e.g., terrestrial wildlife crossings, aquatic linkages, etc).

The Region notes that they have extensive data and GIS data sets on the regionally significant Core Areas, locally significant Natural Areas and Corridors, and Potential Natural Areas and Corridors Systems. The Region recommends that the MTO use these data and GIS data sets, and will make them available to the MTO, in Stage 2 of the EA study. The Region directs the MTO to information on the Peel-Caledon Significant Woodlands and Significant Wildlife Habitat study (<http://www.peelregion.ca/planning/officialplan/woodlands-and-wetlands-discussion->

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

paper.htm), which provides more accurate and refined guidance than the provincial guidelines.

Agriculture

Agriculture plays a significant role in Peel Region. The Prime Agricultural Area in Peel Region generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning they have few constraints for agricultural production. Currently the majority of lands in the southern part of the Town of Caledon and on the east and west side of the City of Brampton have soils which are rated as CLI Class 1. These lands fall within the Preliminary Route Planning Study Area identified in the Draft TDS.

In addition to the CLI classifications, Peel Region's agricultural lands in the Preliminary Route Planning Study Area support a diversity of farm types, including cash crop, livestock (e.g., beef, dairy), market vegetables and fruits. These farm operations also have specialized farm investments, such as greenhouses, grain storage, livestock facilities and wineries. Agricultural socio-cultural land uses, for instance the Brampton Agricultural Society fairgrounds, also support the local agricultural community.

In addition to primary production, the agricultural industry in Peel Region includes a value-added chain that benefits the region's and the Greater Golden Horseshoe's agri-food processing sector. It also benefits public health and nutrition, environmental management and conservation.

The Region of Peel requests that a thorough investigation and evaluation of the impacts of the proposed route alignment alternatives within the Preliminary Route Planning Study Area be undertaken in Stage 2 of the EA study. The assessment should include the following actions:

1. Assess the impact of the loss of agricultural land base to Peel Region.

This assessment should investigate, for each of the proposed route alignment alternatives, the:

- Total loss of agricultural lands and amount of agricultural land fragmentation;
- Critical mass of land area required for a farm to remain economically viable;
- Loss of invested farm infrastructure;
- Loss of efficiency for farming smaller areas using larger equipment;
- Loss of efficiency for farming irregular (i.e., non-rectangular) parcels potentially produced by the alignment; and
- Potential for reconsolidation of farmland through the sale of parcels surplus to the MTO.

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

2. Assess the impact of the displacement, loss and/or fragmentation of agricultural operations to Peel Region.

This assessment should include a full inventory of the type and number of farm operations displaced, lost and/or fragmented due to proposed alignment alternatives, and the implication that this change has on that agricultural sector in Peel Region.

3. Identify and mitigate direct and indirect impacts on agricultural lands in Peel Region.

The Region requests that the MTO provide a detailed inventory, assessment, evaluation and mitigation plan for each direct and indirect impact of proposed route alignment alternatives on agricultural lands and operations. Impacts to be considered include but are not limited to:

- Water and soil quality – Adverse impacts to water and soil quality on farms, include increased salinity and pollutants from road run-off;
- Drainage and irrigation – Adverse impacts to field drainage (i.e., tile drains and surface water drainage) and irrigation systems, including changes to the groundwater tables, ponding, flooding and sedimentation. Decreased water availability for irrigation and livestock is also a potential impact;
- Crop productivity losses – Construction and permanent road activities can lead to crop damage and loss through the effects of soil damage from contamination, erosion and sedimentation. Disruption of drainage and irrigation systems, can lead to increased flooding or drought;
- Disruption of on-farm utilities and servicing during construction – The loss of power and water supplies is critical for some operations (e.g., livestock operations, greenhouses). Even short-term loss of heat, light and/or water could have serious livestock health and economic implications;
- Collision risks – Farm livestock can be at collision risk if fences adjacent to the roadway are not adequate. Any corresponding change in adjacent road usage also has the potential to increase the risk of vehicle-farm equipment collisions;
- Disruption of farm vehicle access – During and after construction, the movement of farm equipment can be interrupted during peak times of an agricultural operation (e.g., during planting or harvesting). There is the potential for permanent disruption of the movement of farm equipment due to increased traffic on roads, changes to road alignments (e.g., no road access for farm equipment to fields) and changes to road infrastructure (e.g., roll-curbs); and
- Economics – The loss of productivity, on-farm retail and shipping opportunities during construction, as well as the timeframe for operations to regain profitability post-construction, has the potential to have significant economic implications.

4. Assess opportunities for agricultural operations in Peel Region.

The Region acknowledges that in some instances the route alternative alignments may provide opportunities for the region's agricultural sector. These opportunities need to be considered in the Stage 2 Assessment. The Region therefore requests that the MTO examine and identify opportunities to support and strengthen farms affected by the route alignment alternatives by providing a detailed assessment as to how the alignments may:

GTA WEST CORRIDOR DRAFT TRANSPORTATION DEVELOPMENT STRATEGY

- Improve the transportation of goods produced in Peel Region to direct and international markets, as well as the agri-food processing sector;
- Increase farm gate sales through signage or other improvements; and
- Provide opportunities for upgrading adjacent roadways to improve the movement of farm equipment.

The Region requests the opportunity to review the MTO's proposed methodology for assessing agricultural impacts. The Region further requests that Stage 2 incorporate extensive consultation with the Peel Agricultural Advisory Working Group, the Caledon Agricultural Advisory Committee and the Peel Federation of Agriculture.

Water Resources

The Region of Peel notes that the Greenbelt contains the headwaters of a number of waterways that flow into Lake Ontario. The Region further notes that, although Peel Region has an abundance of ground and surface water resources, it faces a growing number of water management challenges as the extent and intensity of land uses increases the impact on natural systems. Careful consideration needs to be given to protecting, maintaining and enhancing the quantity and quality of water resources as the EA study progresses. The MTO is strongly encouraged to use a full range of stormwater management practices to ensure water quality and quantity impacts of the proposed transportation corridor and associated improvements are appropriately mitigated.

The Region of Peel appreciates the efforts of the MTO and its project team to advance the EA study to its current point. The Region also appreciates the opportunities for consultation and input throughout the study. With Stage 1 of the EA nearing completion, it has been recommended that the Regional Chair, on behalf of Regional Council, be authorized to meet with the Minister of Transportation to discuss the Region's interest in working with the Province to further our common objectives for the GTA West Corridor and to request that approval to undertake and the identification of funding for Stage 2 of the study be expedited so that this stage can get underway as soon as possible. The Region looks forward to working with the MTO and its project team as the GTA West Corridor Planning and Environmental Assessment Study advances to Stage 2 and beyond.

If clarification is needed regarding any of the above comments, please contact Brian Lakeman at brian.lakeman@peelregion.ca or 905-791-7800 x4708.



THE REGIONAL MUNICIPALITY OF PEEL

WASTE MANAGEMENT COMMITTEE

MINUTES

WMC-2011-3

The Waste Management Committee met on Thursday, May 5, 2011 at 1:01 p.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

Members Present: P. Foley; C. Fonseca*; E. Kolb; E. Moore; R. Paterak; P. Saito; J. Sanderson*; J. Sprovieri*; R. Starr; A. Thompson; J. Tovey

Members Absent: Nil

Also Present: D. Szwarc, Chief Administrative Officer; D. Labrecque, Commissioner of Public Works; N. Lee, Director, Waste Management; A. Prasad, Acting Chief Financial Officer and Commissioner of Corporate Services; C. Reid, Regional Clerk and Director of Clerk's; E. Pascual, Manager, Program Planning; B. Shepherd, Manager, Collections and Processing; T. Barton, Supervisor, Program Planning; S. Field, Supervisor, Waste Collection and Processing; T. Prokop, Program Support Analyst, Waste Management; S. Jurrius, Committee Clerk

Chaired by Councillor J. Sanderson

1. **DECLARATIONS OF CONFLICTS OF INTEREST – Nil**
2. **APPROVAL OF AGENDA**

RECOMMENDATION WM-5-2011:

That the agenda for the May 5, 2011, Waste Management Committee meeting, be approved.

Councillor Sanderson advised that further revisions were made to the report of the Commissioner of Public Works, dated April 20, 2011, titled "Alternative Recycling Container Pilot Results" listed under Reports – Item 4b to reflect the correct information for the Recycling Bags on Tables 4 and 5 of the subject report.

* See text for arrivals

♦ See text for departures

3. **DELEGATIONS/PRESENTATIONS – Nil**

4. **REPORTS**

- a) **Agencies, Boards, Commissions, Departments and Schools Strategy**
Presentation by Norman Lee, Director, Waste Management

Received

A copy of the presentation is available from the Office of the Regional Clerk.

Councillor Fonseca arrived at 1:06 p.m.

Norman Lee, Director of Waste Management, presented the Agencies, Boards, Commissions, Departments and Schools (ABCDs) strategies and tactics to increase waste diversion in the Region of Peel. He stated that comments and feedback received from the Waste Management Committee will be taken into consideration when staff finalizes the ABCDs component of the long term strategy.

Councillor Paterak supported the initiative and noted the importance of recycling both at home and at work. He stated that there is substantial non-compliance of waste diversion or disposal during special or major events. Councillor Paterak requested that the Director of Waste Management look into the possibility of sending a staff to attend special or major events that could increase public participation in waste disposal and help promote waste diversion in the Region of Peel.

Councillor Thompson requested that the Director of Waste Management include information as to how the Region of Peel converts energy-from-waste when the ABCDs strategy is rolled out. He also stated that partnerships with education boards should be considered to raise awareness on waste diversion in the Region of Peel.

Councillor Foley noted that disposal bins have to be placed side by side to be effective. She indicated that profits arising from waste savings were not included in the report but it is an area that should be considered with the ABCDs strategy.

In response to a question from Councillor Foley, Norman Lee stated that invitations to key stakeholders will be sent out to join the Waste Diversion Team, however, a limited number of stakeholders will be included in the team to ensure efficient and effective management of the meetings.

Councillor Foley stated that some of the members from environmental group have the background and expertise that could be beneficial to the Waste Diversion Team. Norman Lee concurred and undertook to have further discussions with Councillor Foley regarding possible candidates for the Waste Diversion Team.

Discussion occurred regarding the monitoring of waste collected and volume of waste diverted from multi-residential properties and ABCDs.

Councillor Starr stated that his recycle bin was tagged on a waste collection day and questioned how staff monitors the amount of recyclables set out in the curb side. Norman Lee undertook to meet with Councillor Starr about the subject matter, however, he pointed out that an unlimited amount of recyclables is allowed. He undertook to have further discussions with Councillor Starr regarding the issue.

In response to a question from Regional Chair Kolb, Norman Lee confirmed that staff from the Material Recovery Facility (MRF) regularly checks new and emerging products and its conformity with the rules of waste recycling. Norman Lee provided a brief overview on the status of the plastic and Styrofoam products currently used in the industry.

Regional Chair Kolb stated that educating students is crucial to the success of the waste diversion in the future and it would help the Region of Peel achieve its goals. He requested that further clarification on the materials set out on garbage days be identified when preparing the strategy for schools. Norman Lee responded that staff will include the information as part of the school strategy.

In response to a question from Councillor Tovey, Norman Lee stated that staff will report back to Regional Council on the status of the ABCDs Strategy approximately one year after the Waste Diversion Team is established.

Councillor Paterak stated that should the ABCDs program be successful he would be interested to know how it would reflect on residential program. He inquired if there is a study that could justify the success of such an initiative. Norman Lee responded that he is not aware of any research done that measured the effectiveness of ABCDs programs.

Dan Labrecque, Commissioner of Public Works, stated that the initiative would reinforce the Region's waste management programs. He advised that partnerships with school boards would be part of the overall strategy and a curriculum based program on waste management would also be considered. He stated that the composition of the Waste Diversion Team will not be limited to Regional staff but would welcome members who have the knowledge and expertise on waste diversion.

Dan Labrecque noted the challenges of staffing large events, however, he stated that Regional staff will look into the feasibility of conducting a pilot program to staff special events including its financial implications to the Region of Peel.

Councillor Foley supported the idea of volunteers for the Waste Diversion Team and suggested that subcommittees for special events within the Team be set-up and to also consider utilizing student volunteers at such events.

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-16-

WMC-2011-3
Thursday, May 5, 2011

In response to a comment from Councillor Sanderson, David Szwarc, Chief Administrative Officer, stated that staff will contact the current caterers for Council events to use reusable utensils and plates to minimize the amount of materials going to landfill.

Councillor Sanderson stated that the Region of Peel take a stronger approach in monitoring waste disposal and suggested that the Region set fines to enforce recycling in Peel.

Dan Labrecque advised that the Region of Peel has By-law Enforcement Officers who could write charges under the *Provincial Offences Act*. However, he pointed out that the Region's focus is education then enforcement. Dan Labrecque undertook to look into the possibility of revising the roles of the By-law Enforcement Officers to emphasize enforcement.

b) **Alternative Recycling Container Pilot Results**

Presentation by Norman Lee, Director, Waste Management

Received

Councillor Sprovieri arrived at 1:51 p.m.

A copy of the presentation is available from the Office of the Regional Clerk.

Councillor Sanderson departed at 1:54 p.m., due to a personal matter.

Vice-Chair Councillor Paterak assumed the Chair.

RECOMMENDATION WM-6-2010:

That the 121-litre recycling container and transparent plastic recycling bags continue to be accepted as part of the Region of Peel Recycling Program, supported by an enhanced communications campaign for the alternate recycling containers;

And further, that a targeted education campaign be launched to increase residents' awareness how to properly prepare and set out recyclables for collection to reduce blue box generated litter;

And further, that staff report back with the results of the alternative collection systems to the standard blue box prior to the expiration of the current Waste Collection and Disposal Agreement;

And further, that staff be directed to consider the feasibility of using larger blue boxes as part of the review to expand the Blue Box Program that would include Numbers 1-7 plastics.

Norman Lee, Director, Waste Management, provided an overview of the findings from the alternative recycling container study conducted from December 2009 to July 2010. He stated that comments and feedback received from the Waste Management Committee will be taken into consideration when staff finalizes the blue box component of the long term strategy.

Councillor Saito stated that, in her opinion, the only method that could contain recyclables were the transparent plastic recycling bags and that the Region of Peel cannot afford to supply the bags to residents annually. Councillor Saito mentioned that more residents would subsequently opt for the recycling bags and sought clarification of its financial implications to Peel if implemented. Norman Lee responded that the Region would incur at least \$600,000 to \$3 Million if transparent plastic recycling bags were utilized in Peel Region and would mean acquiring a sophisticated conveyance to accommodate the bags in the Material Recovery Facility. Councillor Saito commented that the \$3 million cost could be acceptable due to the reduction in the collection cost.

Councillor Saito concurred with the staff recommendation to give residents different options and an enhanced education campaign for alternative recycling containers.

Councillor Saito requested that Regional staff partner with the City of Mississauga staff during the "LitterNot" Program in promoting the alternative recycling program, proper waste disposal and encourage participation on collection days.

Councillor Moore stated that some residents place their recyclables in cardboard boxes which are not collected on garbage days. As such, Councillor Moore requested staff to review how the process of collecting cardboard boxes could be improved.

Councillor Moore concurred that the Region needs to continue providing options for waste recycling to residents in the Region of Peel.

In response to a question from Councillor Moore, Norman Lee stated that it would cost the Region \$6 million to supply the 121-litre recycling containers to every household in Peel.

Councillor Moore stated that staff has to recognize that it is not possible to have large containers for every household in the Region.

In response to a comment from Councillor Moore, Norman Lee undertook to review the structure and design of the recycling bins that would meet the requirements of the different households in Peel.

Councillor Sprovieri requested that staff take into consideration the use of larger blue boxes as an alternative recycling container. Norman Lee responded that staff would review all the options for alternative recycling containers.

On behalf of Councillor Sanderson, Regional Chair Kolb stated that the Committee Chair is in favour of the 121-litre recycling containers and commented that if the Region conducts a bi-weekly collection, the containers could be collected by the same trucks during garbage days.

Councillor Fonseca requested that staff report back with information on the blue recycling containers utilized at fire stations and how they are collected on garbage days.

Councillor Paterak suggested that the introduction of transparent plastic recycling bags should be phased in and not to entirely replace the blue bins.

In response to a question from Councillor Paterak, Norman Lee informed the Committee that the direction given to staff was to look at conducting a bi-weekly garbage collection and of other municipalities that have implemented it.

Councillor Foley requested that staff look into the possibility of providing one transparent plastic recycling bag a month for the first half of the year and provide information to residents on the cost savings to the Region's collection contract if it is utilized. To encourage residents' participation, Councillor Foley also suggested that the Region could provide discount coupons to residents when they purchase transparent plastic recycling bags in the future. Norman Lee undertook to look at the different ways of delivering the programs and introducing changes to residents.

Regional Chair Kolb requested that staff report back with information on the negotiation that determined the annual increase in collection costs estimated at \$3.6 million regarding the projected program cost for the pilot project.

c) **Peel Organics Strategy Update**

Presentation by Norman Lee, Director, Waste Management

Received

A copy of the presentation is available from the Office of the Regional Clerk.

Norman Lee, Director of Waste Management, provided an update on the potential increases to the Region of Peel Green Bin Program that includes increase curbside participation and expansion to additional sectors under the jurisdiction of Peel. He also provided an overview on the study by Stantec-Genivar to review the processing and long term solutions for Peel's organics capacity requirements. He stated that comments and feedback received from the Waste Management Committee will be taken into consideration when staff finalizes the organics component of the long term strategy.

In response to a question from Councillor Tovey, Norman Lee stated that Waste Management division works with the Public Policy and Research staff and the Intergovernmental Relations Advisory Committee (IRAC) when Regional policies or initiatives have to be developed or reviewed that needs to be advocated to the provincial government, for example, installing multi-shoots for waste disposal on apartment buildings.

Councillor Starr requested that staff to take into consideration hosting a mini expo to showcase the various and emerging products and recycling containers available to residents.

Discussions occurred regarding the Sure-Close in-Home Foodscrap Collection Container presented at the April 7, 2011 Waste Management Committee meeting. Members of the Committee found the product to be effective and a better quality than the current kitchen containers. The Director of Waste Management was requested by the Committee to consider the Sure-Close in-Home Foodscrap Collection Container and other types of organic bins when renewing the contract for organic kitchen containers.

Councillor Fonseca inquired if the Region will alternately introduce clear transparent plastic recycling bags and blue transparent plastic recycling bags to residents during the pilot project. Norman Lee responded this could be a challenge as it will require a route for every alternative to measure it effectively. He stated the bi-weekly collection would increase diversion, incur cost savings to the Region, reduce collection cost and benefit the environment. Norman Lee undertook to provide a detailed analysis of the bi-weekly collection program and will report back to a future meeting of the Waste Management Committee.

Councillor Fonseca stated that the services provided by Waste Management staff have been well received by the residents in her ward and commended Regional staff for their efficiency and professionalism in handling residents' concerns.

Councillor Paterak stated that, in his opinion, Regional staff should look at the total cost to be incurred by the Region and the cost to the environment. He noted that the ward newsletters are simple and should have more information on the waste diversion programs of Peel. Councillor Paterak suggested that staff should publicize the Region's organics program and their positive and negative impacts to the environment. Although he does not support landfill, Councillor Paterak stated that it would be a safer environment if there are no organic materials on the sites.

5. COMMUNICATIONS – Nil

6. IN CAMERA MATTERS – Nil

7. OTHER BUSINESS

Additional Item – Item 7a:

- a) Algonquin Power Energy-from-Waste Facility Agreement Working Group (Oral)

Received

Regional Chair Kolb stated that the contract for the Algonquin Power Energy-from-Waste (EFW) Facility will expire in 2012 and that a decision has to be made by Regional Council by June 2011. He requested that a Committee be established to work with Regional staff to review

the current contract with Algonquin Power and the impact to the Region of Peel before reaching a decision in June 2011.

Discussion occurred with respect to the structure and composition of the proposed group.

The Director of Waste Management was requested by Regional Chair Kolb to form a working group consisting of the Regional Chair, the Chair or Vice-Chair of the Public Works Section of Regional Council, the Chair and Vice-Chair of the Waste Management Committee, Regional Councillor Tovey and key Regional staff. The working group will provide advice and recommendations as to the best option for the management of the EFW facility contract with Algonquin Power by the June 2011 Regional Council meeting.

8. NEXT MEETING

The next meeting date of the Waste Management Committee is scheduled for Thursday, June 2, 2011 at 1:00 p.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Stephanie Jurrius, Legislative Specialist, (905) 791-7800, extension 4502 or at stephanie.jurrius@peelregion.ca.

9. ADJOURNMENT

The meeting adjourned at 3:14 p.m.