

**Municipal / Agency Comments and Responses to Draft
Transportation Development Strategy Report (February 2011)**

GTA West Corridor EA

Municipal/Agency Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Municipality / Agency	Comment*	Response
EX-220	Mar 7-11	Conservation Halton	<p>Are hard copies of the study being supplied to commenting agencies? If so, I would like to request 3 copies for Conservation Halton.</p> <p>Thank you. Jennifer</p> <p>_____ Jennifer Lawrence, MCIP, RPP Manager, Environmental Planning Conservation Halton</p>	<p><i>Sent Mar 9-11</i></p> <p>Dear Ms. Lawrence,</p> <p>Hard copies were not provided to commenting agencies as the report can be downloaded from the project website (www.gta-west.com). However, if your agency has difficulties in downloading the report and request that a hard copy be mailed to you, please advise Catharine Christiani at cchristiani@ecoplans.com.</p> <p>Sincerely, The GTA West Project Team</p>
EX-221	Mar 7-11	Halton Region	<p>When will this be posted on the Web-page? Can you provide the direct link?</p> <p>Thanks</p>	<p><i>Sent Mar 9-11</i></p> <p>Dear Mr. Glenn,</p> <p>As indicated in the email's letter attachment, the Draft Transportation Development Strategy Report is now available on the project website.</p> <p>Here is a direct link to the downloadable PDF's: http://www.gta-west.com/reports.html#draftreports</p> <p>Sincerely, The GTA West Project Team</p>
EX-222	Mar 8-11	Peel Region	<p>Thank you the notice that the Draft Transportation Development Strategy Report for the GTA West Corridor EA has been made available. Am I correct in inferring that the deadline for comments to be submitted is 90 days after March 11? If not, I would appreciate finding out what the deadline for comments is.</p> <p>Thank you.</p> <p>Brian Lakeman - Transportation Planner, MCIP, RPP Region of Peel, Public Works - Transportation Planning Division 10 Peel Centre Drive, Suite A, 6th Floor Brampton, ON L6T 4B9</p>	<p><i>Sent Mar 9-11</i></p> <p>Dear Mr. Lakeman,</p> <p>We are providing a minimum of 90 days for public and agency comments, after March 11, 2011.</p> <p>We look forward to your comments.</p> <p>Sincerely, The GTA West Project Team</p>
EX-223	Mar 9-11	City of Guelph	<p>We have received your email. I would like to correct the address you have for Guelph City Hall. We are at 1 Carden Street, not 59 Carden Street.</p> <p><i>Dolores Black</i> Assistant Council Committee Coordinator City Clerk's Office, Information Services City of Guelph</p>	<p><i>No response necessary. Mailing list updated.</i></p>
EX-224	Mar 10-11	Infrastructure Canada	<p>Ms Christiani,</p> <p>Thank you for your correspondence of March 7, 2011.</p> <p>I have forwarded the report along to the appropriate people in our department.</p> <p>Sincerely, Infrastructure Canada www.infc.gc.ca Government of Canada Gouvernement du Canada Building Canada: Stronger, Safer, Better www.buildingcanada.gc.ca Chantiers Canada : Plus fort, sécuritaire et meilleur www.chantierscanada.gc.ca</p>	<p><i>No response necessary.</i></p>
EX-225	Mar 10-11	City of Mississauga	<p>Hi Neil and Jin</p> <p>Thanks for your letter date March 7, 2011, announcing the release of the GTA West Draft Transportation Strategy report. I look forward to reviewing the draft and to Mississauga's continued participation in the EA process for this corridor. Please update my mailing address in your records as I am located at 201 City Centre Drive. See complete mailing address below.</p> <p>Thanks Bob</p> <p>Robert Sasaki Manager, Transportation Planning City of Mississauga Transportation and Works Department</p>	<p><i>Sent Mar 14-11</i></p> <p>Dear Mr. Sasaki,</p> <p>Thanks for your interest in the study. We have updated our mailing list with your complete mailing address.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com. Feel free to contact us should you have any questions or wish to provide additional input.</p> <p>Sincerely, The GTA West Project Team</p>
EX-226	Mar 16-11	Halton Region	<p>Please forward 2 print copies of the GTA West Corridor EA Transportation Development Strategy Report - Draft for Consultation (February 2011) to my attention at the following address: Legislative and Planning Services Department Region of Halton 1151 Bronte Road Oakville ON L6M 3L1</p>	<p><i>Sent Mar 21-11</i></p> <p>Dear Ms. Kieft,</p> <p>Thanks for your interest in the study.</p> <p>A hard copy of the draft report has been provided to your municipality's Clerk's Department and the report</p>

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			Kathy Kielt Acting Deputy Clerk/Supervisor of Council and Committee Services Region of Halton	is also available for downloading via the project website (www.gta-west.com). If you have difficulties downloading the report and request that a hard copy be mailed to you, please advise Catherine Christiani at cchristiani@ecoplans.com. Sincerely, The GTA West Project Team
EX-227	Mar 18-11	Grand River Conservation Authority	Good Morning Catherine, Would it be possible to receive a hard copy of the report for review? Thanks, Jamie Jamie Ferguson B.Sc. (Agr.), M.Sc. Resource Planner Grand River Conservation Authority	<i>Sent Mar 21-11</i> Dear Mr. Ferguson, Hard copies were not provided to commenting agencies as the report can be downloaded from the project website (www.gta-west.com). However, if your agency has difficulties in downloading the report and request that a hard copy be mailed to you, please advise Catherine Christiani at cchristiani@ecoplans.com. Sincerely, The GTA West Project Team
EX-227b	Mar 21-11	Grand River Conservation Authority	Catherine, Please consider this a request to have a hard copy of the report mailed to us. The mailing address is in my signature below. Jamie Ferguson B.Sc. (Agr.), M.Sc. Resource Planner Grand River Conservation Authority	<i>Sent Mar 22-11</i> Hi Jamie, A copy of the report will be mailed to your attention shortly. If you require anything further, please let me know. - Catherine Catherine Christiani, <i>Environmental Planner</i> Ecoplans Limited A Member of the MMM Group
EX-228	Mar 21-11	Conservation Halton	Hi Catharine, Would you be able to provide Conservation Halton with 3 hard copies of the recently released report? We received hard copies upon request from the NGTA Study Team and were hopeful that we could get hard copies from your study team as well. Thanks. Jennifer Jennifer Lawrence, MCIP, RPP Manager, Environmental Planning Conservation Halton	<i>Sent Mar 22-11</i> Hi Jennifer, 3 copies of the report will be mailed to your attention shortly. If you require anything further, please let me know. - Catherine Catherine Christiani, <i>Environmental Planner</i> Ecoplans Limited A Member of the MMM Group
EX-229	Mar 24-11	Halton Region	Hi Catherine - My Commissioner has requested that we get him two copies of the Niagara to GTA and GTA West Corridor Reports that were released in February. We do have our Clerk's copies for public consultation. Is there any chance of getting two extras of each or are you going to direct me to the website for us to print them ourselves? Kathy Kielt Acting Deputy Clerk/Supervisor of Council and Committee Services Region of Halton	<i>Sent Mar 25-11</i> Hi Kathy, 2 copies of the report will be mailed to your attention shortly. If you require anything further, please let me know. - Catherine Catherine Christiani, <i>Environmental Planner</i> Ecoplans Limited A Member of the MMM Group
EX-230	Mar 24-11	Halton Region	Hi Jin Trust all is well? We are in receipt of your letter dated March 7, 2011 stating that a meeting will be arranged for the above study. Our question to you is when and where, and whether you could please schedule the meeting sooner rather than later as Halton Region is very impacted by this study. With the timelines for comments being fairly short, we would appreciate all time possible to review and comment. Also, would the team be available to present to our council if our Senior management request this? Thanks Andrew	<i>Sent Mar 24-11</i> Andrew, We just sent out the meeting invitation for the Municipal Advisory Group to meet on April 20. The Project Team will be happy to make a presentation to the council if so requested. Please provide us with the confirmation and the council meeting date as early as possible so the team can be available. Thanks. Jin
EX-231	Mar 25-11	Town of Caledon	Good afternoon, We are in receipt of your correspondence dated March 7, 2011 enclosed the GTA West Corridor Planning and Environmental Assessment (EA)	<i>Sent Mar 25-11</i> Dear Mr. Karrantjas,

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			<p>Study - Release of Draft Transportation Development Strategy Report - Draft for Consultation.</p> <p>We note that it has only been provided to the Caledon East Library and we would like you to provide a copy to both the Bolton Branch as well as Margaret Dunn.</p> <p>Their addresses are as follows:</p> <p>Albion Bolton Branch Albion-Bolton Community Centre 150 Queen Street S. Bolton, Ontario L7E 1E3</p> <p>And</p> <p>Margaret Dunn Valleywood Branch 20 Snelcrest Dr. Caledon, Ontario L7C 1B5</p> <p>Thank you very much.</p> <p><i>Barbara Karrandjas</i> <i>Legislative Administrator</i> <i>Administration Department</i> <i>Town of Caledon</i></p>	<p>Thanks for your interest in the study.</p> <p>One copy of the GTA West Corridor Environmental Assessment Draft Transportation Development Strategy Report will be mailed to the Albion Bolton Branch and the Margaret Dunn Valleywood Branch for public review. See enclosed for your cc: copy of the letters sent with the Reports.</p> <p>If you require anything further, or have any questions, please contact Catherine Christiani at cchristiani@ecoplans.com or 905-823-4988 x1373.</p> <p>Sincerely, The GTA West Project Team</p>
EX-232	Apr 6-11	City of Brampton	<p>Hello Neil and Jin,</p> <p>Could either of you please point me in the direction of the <i>Transportation Model Technical Background Report</i> (February 2011) mentioned on page 134 of the Draft Transportation Development Strategy Report?</p> <p>Many thanks.</p> <p>David Kuperman Transportation/Infrastructure Policy Planner III Long Range Transportation Planning Planning, Design & Development City of Brampton 2 Wellington Street W Brampton ON L6Y 4R2</p>	<p><i>Sent Apr 6-11</i></p> <p>Thank you for your interest in this project and in the reference document you have requested. We are in the process of completing reviews on this draft document and will have it posted on the project web site by the Municipal Agencies Group (MAG) meeting scheduled for April 20.</p> <p>Sorry for any inconvenience in the delayed availability of this document. If there are any specific questions or points of clarification we can provide in the meantime – please forward them to us.</p> <p>Regards, Neil Ahmed, P. Eng. McCormick Rankin Corporation A member of MMM Group</p>
EX-233	Apr 7-11	Ontario Ministry of Natural Resources	<p>Greetings:</p> <p>I have received a notice indicating that various draft reports on the GTA West EA are now available. Would it be possible to receive hard copies of these reports, particularly those that deal with issues of natural heritage and overall route alternatives?</p> <p>My contact info is included below.</p> <p>Steven Strong, MES, MCIP, RPP District Planner Ministry of Natural Resources, Aurora District</p>	<p><i>Sent Apr 11-11</i></p> <p>Dear Mr. Strong,</p> <p>Thanks for your interest in the study.</p> <p>Hardcopies of the <i>GTA West Corridor Environmental Assessment Draft Transportation Development Strategy Report (February 2011)</i> and the <i>GTA West Corridor Environmental Assessment Environmental Conditions and Constraints Revised Draft Overview Report (December 2010)</i> are being forwarded to your attention at the contact info you provided.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com. Feel free to contact us should you have any questions or wish to provide any additional input.</p> <p>Sincerely, The GTA West Project Team</p>
EX-234	Apr 8-11	Ontario Ministry of Agriculture, Food and Rural Affairs	<p>Hello.</p> <p>I have been reviewing both the GTA West and Niagara to GTA corridor EA studies.</p> <p>Working at the Ministry of Agriculture, Food and Rural Affairs in our policy division - I am enquiring how we could add value to these studies from a "food transportation" perspective. Myself and some of my colleagues in our Economic Development Division are just starting to get engaged on this issue and based on MTO CVS data from 2006 - we are seeing both a gap and opportunity in the area of food transportation and reduction of long-haul truck transportation through the 401 corridor.</p> <p>Wondering what your next steps are with respect to these studies and how you could potentially see us getting more engaged?</p> <p>Greg de Vos Policy Advisor OMAFRA</p>	<p><i>Sent Apr 11-11</i></p> <p>Dear Mr. De Vos,</p> <p>Thanks for your interest in the study.</p> <p>The project contact for the Ontario Ministry of Agriculture, Food and Rural Affairs is Jackie Van De Valk, Rural Planner. Notice was recently sent to her attention informing her of an upcoming Regulatory Agency Advisory Group meeting. See attached for a copy of the meeting invitation.</p> <p>If you or your colleagues in the Economic Development Division would also be interested in attending this meeting, please RSVP by emailing Catherine Christiani at cchristiani@ecoplans.com, no later than Monday, April 25, 2011.</p>

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				<p>We are committed to encouraging consultation with our agency stakeholders and we look forward to your active and effective participation. If you have any questions, please do not hesitate to contact Mr. Jin Wang, MTO Project Coordinator at (416) 585-7246 or Mr. Neil Ahmed, P. Eng., Consultant Project Manager at (905) 823-8500.</p> <p>For further information on this study please visit our website www.gta-west.com. We look forward to seeing you at the meeting.</p> <p>Sincerely, The GTA West Project Team</p>
EX-235	Apr 12-11	City of Vaughan	<p>Thank you for circulating the Draft Transportation Development Strategy Report for the GTA West Corridor Study for agency review and comment. The document is still under review by City staff but there is a notable conflict between the preliminary corridor route and the proposed urban area of the community of Nashville that we wanted to bring to your immediate attention.</p> <p>On September 7, 2010, Vaughan Council adopted the North Kleinburg-Nashville Secondary Plan. The draft Transportation Development Strategy (February 2011) shows a significant portion of the North Kleinburg-Nashville Secondary Plan Area as being within the "Preliminary Route Planning Study Area", as shown on the attached plan. The site in question is known as the "Huntington Road Community" and is located on the east side of Huntington Road, to the north of the CP Rail Line and south of the Kirby Road road allowance. It is a residential community bordered on the south by an existing residential area and on its east and north sides by the extensive Humber River valley system. The proposed Huntington Road Community has a total developable area of 65 ha (160 acres) and a planned population of approximately 3000. The development area will help define the western edge of the broader Kleinburg-Nashville residential community.</p> <p>Planning for this area was initiated as part of the City's comprehensive growth management Provincial Growth Plan Conformity initiative (<i>Vaughan Tomorrow</i>). City Council authorization to proceed with the secondary planning process was given in May of 2008 and the studies commenced in 2009. In December of 2009 the Regional Official Plan designated the Huntington Road Community "Towns and Villages" under its new Official Plan. This was reflected in the version of Regional Official Plan that received Ministerial approval in September of 2010. This site was located within the Kleinburg-Nashville Community Plan Area (OPA No. 601), which was approved in 2001. At that time it was designated "Rural Area"; however, Section 4.2.1.3) "Community Boundaries and Grow1h" provides that, "Any expansion to..... the limits of urban development within the Community Plan shall occur on the basis of a review of this community plan associated with the five year review process. Expansion of the community boundary or the limits of urban development will only be considered on a comprehensive basis." This comprehensive review process took place through the <i>Vaughan Tomorrow</i> program.</p> <p>Including the Huntington Road Community in the study area appears to contradict the provisions of your Principles for Defining the GTA West Preliminary Route Planning Study Area (Exhibit 5-20), particularly "Avoid built up areas" and "Minimize impacts to approve municipal urban expansion areas and approved secondary plans". Identifying the subject lands for the alignment would bring the highway into close proximity with the existing Nashville Community, maximizing the potential noise and pollution levels.</p> <p>Given the advanced status of the lands in the planning process, maintaining them within the Study Area could result in a long term freeze on the completion of the planning approval process and their subsequent development pending the selection of a final alignment for the highway. As noted above, recognizing that the Province has already approved these lands for development through their approval of the Regional of York Official Plan, it is imperative that these specific lands be removed from the GTA West Preliminary Route Planning Study Area. While we understand that the Study Area plan presented to date is still in draft, we are requesting that you confirm the deletion of these lands from the Study Area in advance of finalizing the rest of the Study Area boundaries, in order to maintain both the City's and Region's schedule for advancing the development process on this part of our growth plan.</p> <p>We look forward to a favourable response to this request and will be happy to discuss this with you at our upcoming Municipal Advisory Group meeting on April 20th.</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>
EX-236	Apr 14-11	Peel Region – Public Health	<p>Hi Jun,</p> <p>Please forward link to the Air Quality Assessment Report for the GTA West Corridor Study as per voicemail.</p> <p>Thanks Mark Pajot, Research and Policy Analyst Environmental Health Division Peel Public Health</p>	<p><i>Sent Apr 15-11</i></p> <p>Dear Mr. Pajot,</p> <p>Thank-you for your interest in the Study.</p> <p>Enclosed for your review, as requested, is a copy of the Draft Air Quality Assessment Report (May 20, 2010) for the GTA West Corridor EA Study. The results of this report were incorporated into the evaluation of alternative corridors as separately documented.</p> <p>We are committed to encouraging consultation with stakeholders. If you have any questions regarding the study or the enclosed report, please do not hesitate to contact Mr. Jin Wang, MTO Project Coordinator at (416) 585-7246 or Mr. Neil Ahmed, P. Eng., Consultant Project Manager at (905) 823-8500.</p> <p>For further information on this study, you can also visit our website at: www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EX-237	Apr 19-11	York Region	<p>Thank you for providing York Region with the opportunity to review and comment on the draft GTA West Corridor Environmental Assessment, Transportation Development Strategy Report, February 20 11. York Region strongly supports improvements to the Provincial freeway network and the ongoing planning for this important new east-west freeway connecting Highway 400 to Highway 401 and growth centres in the western part of the Greater Golden Horseshoe.</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>

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			<p>A staff report on the draft Transportation Development Strategy is scheduled for the May 4, 2011 meeting of the Planning and Economic Development Committee. We will advise you of the final outcome following the May 19, 2011 meeting of Regional Council. In the interim, we would like to highlight an issue regarding ongoing protection for the GTA West Corridor in the absence of a detailed alignment to be developed in the next phase of the Environmental Assessment.</p> <p>As you are likely aware, there are three development areas currently within the urban boundary of Vaughan's Official Plan that are affected by the preliminary route planning study area for the GTA West Corridor. These areas are shown on the attached map and include the West Vaughan Employment Area Secondary Plan, Kleinburg-Nashville Secondary Plan and the Vaughan 400 North Employment Area Secondary Plan (Vaughan OrA 637). Each of these areas is in a varying stage of the development approval process.</p> <p>Of immediate interest is the impact of the preliminary route planning study area on the Kleinburg-Nashville Community Plan. The recently adopted new Vaughan Official Plan and the new Kleinburg-Nashville Secondary Plan designates this area for urban residential uses to complete the Kleinburg-Nashville Community. Prior to finalizing the draft Transportation Development Strategy Report, we request that MTO in consultation with York Region and the City of Vaughan revisit the specific limits of the preliminary route planning study area to determine if the land identified for protection can be minimized to exclude the residential development within the Kleinburg-Nashville Secondary Plan.</p> <p>As the next phase of the EA proceeds, it is imperative that MTO begin to finalize detailed alignment alternatives in all of the development areas as soon as possible and work with York Region and the City of Vaughan to refine the route planning study area. The overall objective is to ensure that development can proceed as expeditiously as possible while still protecting for all reasonable GTA West alignment alternatives (including the link to the Highway 427 Extension).</p>	
EX-238	May 11-11	Conservation Halton	<p>In a letter dated June 3, 2010, CH outlined the concerns and issues to the previous draft TDS Alternatives Report. At their meeting of Sept 30, 2010, CH's Board of Directors endorsed the comments contained in that letter. In addition, staff have provided comments throughout the EA process on several background reports. As staff of CH have expressed in the past, we continue to recommend that all efforts be made to avoid the creation of a new transportation corridor given the known environmental impacts that such an alternative will cause. All previous comments remain valid.</p> <p>We appreciate that the Study Team has included a review of Groups 1-3 however, it is our understanding that the Study Team has determined that Groups 1-3 will still not provide the transportation capacity that has been deemed necessary for the study area. As a result, the Study Team has evaluated a number of potential transportation corridors to determine which should proceed to Phase 2 of the EA process. In the previous draft alternatives report, the alternatives included a connection to Highway 401 in one of two locations: (1) in Halton Hills/Peel near the Hwy 407/401 interchange; or (2) west of Milton near the proposed Tremaine Road interchange. The current report is now recommending a connection to Hwy 401 in both locations. The potential connection to Hwy 401 west of Milton is extremely limited in size due to existing development in the area and the proximity of the Niagara Escarpment.</p> <p>Staff are concerned that even though the NGTA and GTA West documents were prepared for the same proponent, there are significant differences between the two reports in fundamental areas (i.e., study and evaluation criteria). For example, the natural heritage criteria of the NGTA study includes a wider definition of a Significant Woodland as opposed to the definition used in the GTA West study which is based on the former Natural Heritage Reference Manual (40 ha for planning areas with 50% or greater forest cover). In addition, the NGTA study considers both PSWs and LWS' while the GTA West study does not. The NGTA also considers all aspects of Significant Wildlife Habitat not just limited to the deer yards and raptor nesting sites. Staff recommend that attempts be made to harmonize the two documents by using the assessment criteria of the NGTA study when determining the potential impacts on the natural heritage features of the GTA West study area.</p> <p>Exhibit 4-2 (Evaluation Factors and Criteria) – Sub-factor 5.10 (Recreation and Tourism Travel) – as noted previously, this sub-factor assesses only the potential positive contributions to recreation and tourism whereas there are also potential negative impacts including impacts to viewshed and public enjoyment of CAs in close proximity to a new 400-series highway.</p> <p>Exhibit 4-10 (Natural Environment Evaluation)</p> <p>Alternative 4-3 New Transportation Corridor (Highway 400 to Highway 401 west of Milton) and Highway Widening</p> <p>Sub-factor 1.1.2 (Fish Community) states that this alternative has moderate potential to impact fish communities due to the need for the widening of 31 watercourse crossings and 32 new watercourse crossings where aquatic species at risk are present. However, Alternative 4-4 is described as having high potential for impact to fish communities with 31 watercourse crossing widening and 20 new watercourse crossings required for Alternative 4-3, staff question why it is ranked as moderate and Alternative 4-4 is ranked as high? Whereas this sub-factor attempts to compare the alternatives (low, moderate, high potential), the other sub-factors in the table do not have similar comparisons. Please explain the different approach.</p> <p>Exhibit 4-10 (Natural Environment Evaluation)</p> <p>Alternative 4-3 New Transportation Corridor (Highway 400 to Highway 401 west of Milton) and Highway Widening</p> <p>Section 4.4.1 (Evaluation of Alternatives – Natural Environment – Methodology) – it is stated in this section that, while secondary source information was used (i.e. mapping, studies, etc. Obtained from CAs, MNR and local municipalities) it was generally too localized to be valuable for comparisons among broad regional strategies. It is further explained that the information provided by one CA/municipality/agency was not necessarily matched in other area. While each CA/municipality/agency may have different types of information to provide, staff recommend that local information is critical in determining the specific features on the landscape and should still be included in the evaluation.</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>

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			<p>Exhibit 4-10 (Natural Environment Evaluation)</p> <p>Alternative 4-3 New Transportation Corridor (Highway 400 to Highway 401 west of Milton) and Highway Widening</p> <p>Section 4.4.2 (Fish and Fish Habitat) – turbidity and sedimentation issues should be included in the discussion. The precautionary principle should be used when evaluating corridors through areas that contain sensitive terrestrial and aquatic resources and/or endangered species. The risk of irreparable impact may be too high and the corridor may need to be re-evaluated.</p> <p>In addition, it is likely that the existing MOE 2003 Stormwater Management Guidelines are insufficient to protect aquatic life from contaminants including soil particulates and salt products that are found in runoff from roads. Continually escalating levels of salt in long term surface water monitoring results in Halton Region suggest that the application of road salt is having an impact on water quality. The introduction of another 400-series highway into this watershed would put further stresses on water quality.</p> <p>Watercourses normally show a number of poor morphological features in the vicinity of road crossings such as: wide and shallow creek channel cross sections; exacerbated aggradation of sediments in creek channels; excessive erosion in creek channels; excessive hardening of the inverts of creek channels; lack of cover for fish; and obvious lack of riparian vegetation on creek banks. The cumulative impact of additional watercourse crossings within the watershed need to be considered.</p> <p>Exhibit 4-10 (Natural Environment Evaluation)</p> <p>Alternative 4-3 New Transportation Corridor (Highway 400 to Highway 401 west of Milton) and Highway Widening</p> <p>Section 4.4.2 (Terrestrial Ecosystems) – It should be noted that the PPS considers a variety of Significant Wildlife Habitat (SWH) not just deer wintering area and raptor nesting sites. We note that the report only discusses these two types throughout the document. According to the Significant Wildlife Habitat Technical Guide (2000), there are a number of types of SWH not considered as part of this study. Given that the PPS policies 2.1.4 (d) and 2.1.6 states that development and site alteration are not permitted within or adjacent to significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, all aspects of Significant Wildlife Habitat need to be considered.</p> <p>Staff are concerned with the determination that only woodlands 40ha or greater will be used to determine if a Significant Woodland have the potential to be impacted by the new highway. The 2010 edition of MNR's Natural Heritage Reference Manual provides a number of criteria that are used to determine the significance of a woodland, of which none speak to a 40ha size criterion. Staff are also concerned that only the "Size" criterion of the woodland evaluation was used when there are three other criteria that can be used to determine if a woodland is significant. We also note that Hamilton and Halton Region have already completed their own assessment of Significant Woodlands, which should be considered as part of this study. Staff recommend that this aspect of the report needs to be revised to reflect current provincial and municipal direction as it pertains to Significant Woodlands.</p> <p>With respect to wetlands, staff are concerned that this report only evaluates the impacts to PSWs, whereas NGTA considers LSWs and unevaluated wetlands, staff are of the opinion that these should be considered as part of this study. We recognize that a greater level of protection to PSWs would be given according to the PPS however, we recommend that all wetlands should be included in the evaluation process from a natural heritage systems perspective.</p> <p>It is unclear if wildlife movement corridors were fully assessed as part of this study. We note that it is included in the list of criteria however it does not appear that this aspect, beyond the limited discussion of Significant Wildlife Habitat, was assessed. Staff recommend that the study be further expanded to fully assess wildlife movement. Staff refer the study team to PPS policy 2.1.2 which states that diversity and connectivity need to be maintained or enhanced. There is no indication that wildlife movement is being maintained or enhanced as required.</p> <p>Staff continue to remain concerned regarding the proposed highway and the Hilton Falls Conservation Area and the Scotch Block Reservoir. Hilton Falls provides habitat to a number of species at risk as well as providing interior forest habitat, a feature that is absent from most of the study area within CH's watershed and which may be compromised by the proposed routing. While alternative route siting may locate the highway outside of the parks limits, the impact of having a highway in close proximity to these areas, in addition to the cumulative impacts this highway may bring, may not be possible to mitigate. For these reasons we continue to recommend that alternatives not involving a highway be considered to ensure that impacts to the natural heritage system do not occur.</p> <p>Staff do not support the concept in the report that most regional or local significant features within the proposed study area are already isolated and therefore impacts can be mitigated by route selection and other types of mitigation measures. The Natural Heritage Reference Manual indicates that the identification of a number of significant features is determined by the planning authority, therefore even though they were identified at a regional level provincial policy would still protect these features. We do not support the concept that further isolation of these features is acceptable.</p> <p>Section 4.9 (Evaluation of Alternatives – Cost and Constructability – Constructability and Staging Methodology) - it is noted that five special areas have been identified as having particular challenges in terms of design and implementation. In CH's watershed this includes the connection of a new corridor to Hwy 401 west of Milton and a connection at Hwy 401/407. Unlike the NGTA study, the GTA West study does not incorporate maps that specify what the constraints and considerations are that are being assessed at these five special areas. This is especially important given that, Section 4.9.2 (Findings) it is stated that the special areas were the primary input to the evaluation and comparison of alternatives. This information needs to be provided.</p> <p>Exhibit 4-48 (Cost and Constructability Evaluation)</p>	

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			<p>Alternative 4-3, Sub-Factor 6.1.2 (Feasibility of Implementation) states that there will be conflicts with proposed Tremaine Road interchange and existing RR25 interchange. This is contrary to the description provided at the RAAG meeting on April 29,2011 wherein the Study Team advised that it would be possible to connect to Hwy 401 west of Tremaine Rd interchange without impacting the proposed Tremaine Rd interchange. Please clarify. This section also notes potential impacts to Kelso Conservation Area. Given that CH is the landowner, please provide additional details as to the potential impacts.</p> <p>Exhibit 4-48 (Cost and Constructability Evaluation)</p> <p>Summary (Cost and Constructability) – Alternatives 4-3, 4-4, and 4-5 are all described as having the shortest length of freeway widening. Is that meant to be in comparison to Alternatives 3-1, 4-1 and 4-2 rather than to one another?</p> <p>Section 5.3.2 (New Plans and Initiatives), p. 178 notes a potential new GO Station in Campbellville. This differs from the Region of Halton's Draft Transportation Master Plan which identifies a potential GO Station in the Milton Heights area near Steeles and Tremaine Rd. Please clarify.</p> <p>Draft TDS</p> <p>The strategy recommends advancing to route planning within the refined study area between Hwy 400 and Hwy 401. Rather than selecting only one alternative, the transportation strategy recommends proceeding to the next stage of the EA process with elements from both Alternatives 4-2 and 4-3. The connection to Hwy 401 west of Milton is in very close proximity to the proposed Tremaine Rd interchange. At the meeting on April 29, 2011, the Study Team advised that a future highway would not connect directly into the Tremaine Rd interchange but would instead connect to Hwy 401 just west of the interchange. Staff are concerned that there could be pressure on Tremaine to widen in order to accommodate additional traffic given the planned interchange connection to Hwy 401 and the proximity of the connection to a north-eastern transportation corridor. In addition, the location of the proposed connection is potentially within the habitat of an endangered species (redside dace). The cumulative impacts on this species in this location need to be considered in more detail.</p> <p>Hydro One has identified the potential need for a new hydro tower corridor within the same general study area as the GTA West EA. The MTO and Hydro One have had discussions about the potential to coordinate the two studies. Staff appreciate that the two agencies have recognized the potential benefit of coordination.</p> <p>The PPS, policy 2.1.2 states that “the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features”. It is staff’s opinion that this policy will not be upheld should a highway proceed within CH’s watershed as a major barrier to wildlife movement will be created thus disrupting the diversity and connectivity of the existing natural heritage system. Contrary to the report, staff do not believe that this will be easy to mitigate based on the size of the highway. While the report also finds that during the next phase the most sensitive features can be avoided, the cumulative impacts of the highway are not being assessed and so it is difficult to determine if avoiding these features will be an effective form of mitigation. As staff of CH have expressed in the past, we continue to recommend that all efforts be made to avoid the creation of a new transportation corridor given the known environmental impacts that such an alternative will cause.</p> <p>Staff disagree with statements made throughout the document that suggest that careful route planning of a new corridor can mitigate impacts to natural features and/or functions. Direct impacts (such as loss of forested area, wetlands, etc) and some less obvious or indirect impacts (disruption to wildlife movement, need for additional aggregate resource extraction along the Niagara Escarpment to supply construction materials for new/widened roads) are unavoidable through the creation of a new highway corridor. Aggregate operations, for example, can have significant impacts on Provincially and locally significant natural heritage features and functions as well as groundwater and surface water features. These impacts to the natural environment are not being considered as part of the evaluation but will have a significant overall impact on the natural heritage features and functions and water quality and quantity within the Study Area and beyond. These impacts should be considered in the evaluation. Staff had previously recommended that it is important that this be clearly documented so that the public and review agencies have a clear understanding of the true impacts of a new highway corridor within the study area. We note that the current document does not identify the cumulative impacts that new transportation corridors will have, including the additional aggregate resource extraction that will be required along the Niagara Escarpment to supply construction materials.</p>	
EX-239	May 11-11	City of Guelph	<p>I don't believe I am on the right mailing list. Could you please remove me from this list, and add me to municipal and/or planners list?</p> <p>Thanks, Tim</p> <p>Tim Donegani Policy Planner</p>	<p><i>Sent May 12-11</i></p> <p>Dear Mr. Donegani,</p> <p>Thanks for your interest in the study. We have added you to our Municipal Advisory Group (MAG) contact list to ensure you are notified of any future events.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com. Feel free to contact us should you have any additional questions.</p> <p>Sincerely, The GTA West Project Team</p>
EX-240 / EX-243	May 9-11	Niagara Escarpment Commission	<p>Hi Pat, This is to follow up my voice mail about NEC comments on the GTA West. The NEC because of current workload is having trouble meeting the early June deadline. Is there any chance for an extension to shortly after the NEC meeting which takes place on June 16. The planner on the file talked to his MTO consultant contact and the contact said mid-June for provincial agencies seemed OK but nothing definite. I want to be sure that NEC can comment after its meeting in June?</p> <p>Thanks</p>	<p><i>Sent May 11-11</i></p> <p>Hi Ken, thanks for your email and voicemail. I was run off my feet today and didn't get a chance to call you back. I'm out in Kenora tomorrow, so earliest we can talk will be Thursday. I'll be in my office in St Catharines then.</p>

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			<p>_____</p> <p>Ken Whitbread, Manager Niagara Escarpment Commission</p>	<p>The highest priority for us is the GTA West study. In fact, it is headed on a fairly efficient track to approval and finalization of the strategy this summer, so we are actively working on getting all comments in within the 90 day window. Having said that, we do have some flexibility to accommodate the NEC's comments towards mid-June while we are addressing all other comments. Could we receive the comments on the GTA West as soon after the NEC meeting as possible – i.e., within a week following the June 16th meeting?</p> <p>The Niagara to GTA study is not on an urgent time track, however we still look forward to receiving the comments as soon as possible.</p> <p>It would also assist us if Jin Wang or I could get a heads up from staff or yourself if there are going to be any major issues re the GTAW raised in your report to the commission before the 16th. I know you cannot predict the commission members' discussion or the outcome, but it would be very helpful to us to know in advance if we are going to have to respond to any significant NEC staff concerns so we can start preparing and accommodating as much as we can, and not slow the process down.</p> <p>Thanks Ken, And let me know what time on Thursday I can give you a call? Pat</p>
EX-241	May 17-11	Region of Waterloo	<p>See EX-241 for copy of report.</p> <p>Hi Jin and Roger,</p> <p>At Friday's meeting we promised Roger to send a draft of our report to our Planning and Works Committee about the two proposed corridors. This report will go before our committee on May 24, 2011, and we are about to forward to the area and surrounding municipalities for their information as well.</p> <p>If you have any questions about the report, please contact me.</p> <p>Regards, Geoffrey Keyworth, P.Eng, MCIP, RPP Senior Transportation Planning Engineer Planning, Housing and Community Services Regional Municipality of Waterloo</p>	<p>Report for file. No response necessary.</p>
EX-242	May 20-11	York Region	<p>See EX-242 for copy of attachments.</p> <p>Dear Mr. Wang and Mr. Ahmend:</p> <p>Attached is the letter from the Regional Clerk along with the extract and its attachments regarding your presentation to the Planning and Economic Development Committee and the Clause 3 of Report 5.</p> <p>Thank you. Kathy Kathy Coates Administrative Clerk Secretary Regional Clerk's Office</p>	<p>Report for file. No response necessary.</p>
EX-244	May 5-11	City of Brampton	<p>Please find attached a copy of the Status Report on secondary planning for the Highway 427 Industrial Secondary Plan (Area 47), that will be presented to the City of Brampton's Planning Design and Development Committee meeting of May 9, 2011.</p> <p>The meeting agenda and the report can also be accessed through the following link to the City's web site: http://www.brampton.ca/en/City-Hall/meetings-agendas/PDD%20Committee%202010/20110509pdd_Ag.pdf</p> <p>Please review and provide written comments, if any, by May 31, 2011.</p> <p>Thank you Malik Majeed M.Sc. MCIP RPP Policy Planner Planning Design and Development Department City of Brampton</p>	<p>Report for file. No response necessary.</p>
EX-245	May 26-11	Ontario Power Authority	<p>Hello, I was wondering what the deadline was for submitting comments for the Draft Transportation Development Strategy Report, as well as the best way to submit? The website indicates a deadline in June, though I am unsure of the exact date.</p> <p>Thank you! Alexandra Barrett Planner, Power Systems Planning Ontario Power Authority</p>	<p>Sent Jun 3-11 to entire contact list</p> <p>As you are aware, MTO released the GTA West Draft Transportation Development Strategy Report on March 7, 2011 for a minimum 90-day review period. The Project Team would like to receive your comments by June 30, 2011. If you are unable to meet the above noted closing date for comments, please contact us immediately to discuss the matter.</p> <p>We look forward to your input on the draft report. Written comments can be provided on the project website</p>

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				<p>at http://www.gta-west.com/comment-form.php or can be sent to the contact below. Please also be advised that if you are unable to submit comments prior to our revising the Strategy report, there will continue to be on-going opportunities to provide input in the subsequent stages of the EA process.</p> <p>For those of you who have already provided comments, we thank you for your input and advise that we are currently reviewing your comments.</p> <p>Contact:</p> <p>Mr. Neil Ahmed, P. Eng., Consultant Project Manager McCormick Rankin Corporation 2655 North Sheridan Way, Suite 300 Mississauga, ON L5K 2P8 Phone (toll-free): 1-877-522-6916 Fax: 905-823-8503 Email: project_team@gta-west.com</p> <p>Thank you for your interest in the GTA West Corridor EA Study. We look forward to your comments.</p> <p>Sincerely, The GTA West Project Team</p>
EX-246	May 31-11	Town of Halton Hills	<p>See EX-246 for copies of attachments</p> <p>Good Morning,</p> <p>Kindly see the attached letter and map that was sent yesterday to everyone within the <u>Stage 2 Study Area</u>.</p> <p>Nancy Surette for Mayor Bonnette Executive Assistant Office of the Mayor and CAO Town of Halton Hills</p>	<p>No response necessary. For information only.</p>
EX-247	Jun 1-11	Ontario Power Authority	<p>The Ontario Power Authority (OPA) is pleased to provide comments on the Greater Toronto Area (GTA) West Corridor Draft Transportation Development Strategy Report. The Ontario Power Authority ensures a reliable, cost-effective and sustainable supply of electricity for Ontario. Its key areas of focus are: planning, designing and coordinating conservation programs across the province, planning the power system for the long term, and contracting for the development of needed generation resources. This includes planning for the long-term electricity transmission infrastructure requirements within and through local and regional areas, in conjunction with planning authorities responsible for other infrastructure needs.</p> <p>The OPA supports a coordinated approach to infrastructure planning, in accordance with the Provincial Policy Statement, of which Section 1.6.1 provides the following direction related to considerations when planning for infrastructure requiring corridors and rights-of-way:</p> <ul style="list-style-type: none"> • "Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost effective manner to accommodate projected needs", and • "Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs." <p>It is the view of the OPA that the GTA West Corridor project being undertaken by the Ministry of Transportation provides an opportunity to coordinate transportation and electricity infrastructure planning to meet current and projected needs within the study area in an efficient and cost effective manner. The Region of Peel is one of the fastest growing areas in the Greater Toronto Area, with the Growth Plan for the Greater Golden Horseshoe (Places to Grow) forecasting a population of approximately 1.64 million people by 2031. Much of this development is expected to occur in the western Brampton/southern Caledon area, as supported by the Peel Region Official Plan. There is also expected to be a significant increase in employment in the region, in part due to the movement of new industry into the area.</p> <p>The existing electricity transmission infrastructure that supplies load within the area is currently close to capacity and is not capable of supplying any significant load growth. To reliably supply the additional load expected by 2031, new transmission infrastructure will need to be built to prevent overloading on the existing facilities.</p> <p>Based on the population forecasts of the Region of Peel Official Plan, it is the OPA's view that two new double-circuit 230 kV transmission lines should be considered to supply future electricity load growth in the area.2 Transmission line facilities of this nature typically require a corridor width of 130 feet (39.6 meters) to enable the economic, safe and reliable construction, operation, maintenance and expansion of these facilities. To optimally supply the highest growth areas, and to ensure efficient integration with the existing transmission system, one new transmission corridor should be oriented in a roughly east-west direction and be located in either North Brampton or South Caledon. The transmission facilities and related corridor would originate at Kleinburg TS, located in the City of Vaughan, near the corner of Kirby Road and Cold Creek Road. This transformer station site can be economically expanded to provide a bulk transmission supply point capable of serving long-term load growth within this region. The second transmission corridor should be oriented in a north-south direction and be located at the western boundary of the Region of Peel to supply loads in the western Brampton and south-western Caledon areas. Supply for the transmission facilities on this north-south corridor would be obtained from planned 230 kV bulk transmission facilities in the vicinity of Highway 407 and Winston Churchill Blvd. These transmission facilities also provide adequate capacity for supplying load growth in the neighbouring Region of Halton.</p> <p>To optimize the long-term availability and use of land, resources, infrastructure and public service facilities, in accordance with Section 1.7.1 (a) of</p>	<p>Comments addressed in updated TDS / discussed in subsequent meetings.</p>

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			<p>the Provincial Policy Statement, it is recommended that the east-west transmission corridor be considered within the study area for the Ministry of Transportation Environmental Assessment Study for the GTA West Corridor. The addition of a north south link to connect the future transportation corridor to the 401/407 ETR, as shown in the Preliminary Route Planning Study Area for Stage 2 EA, provides an additional opportunity to consider a multi-use corridor for the north-south component of the future transmission line.</p> <p>Given the guidance provided in Section 1.6.6.1 of the Provincial Policy Statement for planning authorities to “plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs”, the OPA supports continued coordination with the Ministry of Transportation in the development of the GTA West Corridor, with a long-term objective of establishing a joint right-of-way with the ability to support a future transmission corridor.</p>	
EX-248	Jun 2-11	Region of York	<p>See EX-248 for full PDF copies of the below mentioned letter and report. Excerpts are included below.</p> <p>Attached is a copy of the letter we sent to Jin Wang in April and the York Region Planning Committee report from May 2011. We don't have any additional comments related to the Transportation Development Strategy Report.</p> <p>Steve</p> <p><i>Letter excerpt:</i></p> <p>Thank you for providing York Region with the opportunity to review and comment on the draft GTA West Corridor Environmental Assessment, Transportation Development Strategy Report, February 2011. York Region strongly supports improvements to the Provincial freeway network and the ongoing planning for this important new east-west freeway connecting Highway 400 to Highway 401 and growth centres in the western part of the Greater Golden Horseshoe.</p> <p>A staff report on the draft Transportation Development Strategy is scheduled for the May 4, 2011 meeting of the Planning and Economic Development Committee. We will advise you of the final outcome following the May 19, 2011 meeting of Regional Council.</p> <p>In the interim, we would like to highlight an issue regarding ongoing protection for the GTA West Corridor in the absence of a detailed alignment to be developed in the next phase of the Environmental Assessment. As you are likely aware, there are three development areas currently within the urban boundary of Vaughan's Official Plan that are affected by the preliminary route planning study area for the GTA West Corridor. These areas are shown on the attached map and include the West Vaughan Employment Area Secondary Plan, Kleinburg-Nashville Secondary Plan and the Vaughan 400 North Employment Area Secondary Plan (Vallghan OrA 637). Each of these areas is in a varying stage of the development approval process.</p> <p>Of immediate interest is the impact of the preliminary route planning study area on the Kleinburg-Nashville Community Plan. The recently adopted new Vaughan Official Plan and the new Kleinburg-Nashville Secondary Plan designates this area for urban residential uses to complete the Kleinburg-Nashville Community. Prior to finalizing the draft Transportation Development Strategy Report, we request that MTO in consultation with York Region and the City of Vaughan revisit the specific limits of the preliminary route planning study area to determine if the land identified for protection can be minimized to exclude the residential development within the Kleinburg-Nashville Secondary Plan.</p> <p>As the next phase of the EA proceeds, it is imperative that MTO begin to finalize detailed alignment alternatives in all of the development areas as soon as possible and work with York Region and the City of Vaughan to refine the route planning study area. The overall objective is to ensure that development can proceed as expeditiously as possible while still protecting for all reasonable GTA West alignment alternatives (including the link to the Highway 427 Extension).</p> <p><i>Report excerpt:</i></p> <p>The Planning and Economic Development Committee recommends:</p> <ol style="list-style-type: none"> 1. Receipt of the presentation by Jin Wang, Project Coordinator, Ministry of Transportation and Neil Ahmed, Consultant Project Manager, McCormick Rankin Corporation; and, 2. Adoption of the recommendation contained in the following report dated April 14, 2011 from the Commissioner of Planning and Development Services with the following additional recommendation: <ul style="list-style-type: none"> 2. Regional Council advise the Ministry of Transportation Ontario that York Region will continue with the planning of lands affected by the GTA West Corridor route planning area while ensuring appropriate secondary and official plan policies for those lands recognise and protect for the GTA West Corridor as it is being defined through the on-going Provincial environmental assessment process. 	Comments addressed in updated TDS / discussed in subsequent meetings.
EM-296	Jun 6-11	Hydro One	<p>Dear Mr. Ahmed,</p> <p>In our initial review, we have <u>confirmed</u> that Hydro One Transmission facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.</p> <p>In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage. The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning. Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:</p> <p>Roman Dorfman, Hydro One Real Estate Management 185 Clegg Road, Markham L6G 1B7 Phone: (905) 946-6243, Fax: (905) 946-6242 Roman.Dorfman@HydroOne.com</p> <p>Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.</p> <p>Regards, Lok Man (Jenny) Mui Transmission Lines Sustainment, System Investment Asset Management, Hydro One Networks Inc.</p>	
EX-249	Jun 2-11	Indian and Northern Affairs Canada	<p>Thank you for your email regarding the above project. Please send this and all future requests to EACoordination_ON@inac-ainc.gc.ca.</p> <p>Sincerely, Daniel Daniel Johnson, B.Env.Sc. (Hons) Environment Officer, Major Resource Projects Agent de l'environnement, Grands projets des ressources Indian and Northern Affairs Canada - Ontario Region Affaires indiennes et du Nord Canada - Région de l'Ontario</p>	<i>No response necessary. Updated contact list.</i>
EX-250	Jun 3-11	Toronto and Region Conservation Authority	<p>Neil and Jin,</p> <p>TRCA staff are in the process of reviewing the latest submission for the proposed GTA West corridor and comments will be provided by your June 30, 2011 deadline.</p> <p>In the meantime, we will be bringing this project to our Directors Committee meeting next week and may also be taking this as an information piece to the TRCA Authority Board on either June 24, 2011 or July 29, 2011 (meeting starts at 9:30 am). Please hold these dates in your calendar, as a representative from MTO and the consulting group should be available at this meeting to answer any questions presented by the Board, should this report move forward. A draft copy of the report to the Board will be provided in advance for review and comment.</p> <p>TRCA staff would also like to setup a meeting with MTO and the consultant to review the information provided to date and to further discuss the corridor alignment. Please let me know if you are available to meet on any of the following dates:</p> <p>June 13 - 1pm to 3pm June 16 - 3pm to 5pm June 17 - 1:30pm to 3:30pm</p> <p>Should you have any questions please feel free to give me a call.</p> <p>Regards, Sharon Lingertat Acting Senior Planner, Environmental Assessment Planning Toronto and Region Conservation Authority</p>	<p><i>Sent Jun 7-11</i></p> <p>Hi Sharon,</p> <p>Thanks for your email. We look forward to receiving the TRCA's comments on the Draft TDS Report.</p> <p>Both Jin and Neil have saved the potential TRCA Board dates (June 24th and July 29th) in their calendar's. As soon as you know which of these dates will be the finalized date for the Board presentation, please let me know.</p> <p>With regards to your request for a meeting, our Project Team members are available June 17 from 1:30 to 3:30pm to meet. We can meet at the TRCA's offices. Please forward the location/room information for the meeting as soon as you get a chance.</p> <p>Thanks so much. If you have any questions, please don't hesitate to ask.</p> <p>Catherine Christiani, on behalf of the GTA West Project Team</p> <p>Catherine Christiani, B.URPI, C.EMA <i>Environmental Planner</i> Ecoplans Limited A Member of the MMM Group</p>
EX-251	Jun 6-11	Ministry of Agriculture, Food and Rural Affairs – Environment and Land Use Policy Unit	<p>It is clear from the report that extensive data collection, technical work and consultation have been undertaken in order to explore the alternative transportation alternatives. OMAFRA agrees with the strategy approach to focus on and prioritize Group #1, optimizing existing transportation networks and Group #2, improving existing and/or providing new non-road infrastructure and transit first before considering the expansion of highways (Group#3) and new highway constructions (Group #4).</p> <p>With regard to the Agri-food sector future transportation planning is critical to its' economic prosperity as is protecting the land base. The focus of goods movement and enhanced multi-modal transportation linkages in the draft report supports the Agri-food sectors's interest in having a more efficient transportation network to support and grow their businesses. Taking a comprehensive approach to integrate goods movement and freight plans with the NGTA and GTA West transportation strategies will be vital to continue to support Ontario's economic prosperity.</p> <p>The draft TDS supports and recommends the need for a new corridor that is a hybrid of alternatives 4-2 and 4-3. Overall impacts to the Agri-food sector are considered to be moderate highlighting that prime agricultural land will be lost and impacts and fragmentation to agricultural operations is likely to occur. As further refinement to the transportation strategy is undertaken and more detailed route planning is considered, please ensure protection of prime agricultural areas and farm operations are adequately balanced and considered in light of other land use considerations and needs.</p> <p>OMAFRA would like to be involved as work continues on the GTA West transportation strategy (Class EAs for highway widening and the EA Phase 2) especially with regard to reviewing criteria for evaluating and assessing impacts on the Agri-food sector and developing mitigation approaches.</p>	<i>Comments addressed in updated TDS / discussed in subsequent meetings.</i>
EX-252	Jun 10-11	City of Mississauga	<i>See EX-252 for the full PDF copy of the below mentioned report. Excerpts are included below.</i>	<i>Comments addressed in updated TDS / discussed in subsequent meetings.</i>

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			<p>Hi Jin:</p> <p>I hope all is well. Please see attached a copy of Mississauga's comments on the GTA West Transportation Strategy document. The report will be tabled at Mississauga's General Committee meeting on June 15.</p> <p>Regards, Steve</p> <hr/> <p><i>Report excerpt:</i></p> <p>RECOMMENDATION:</p> <ol style="list-style-type: none"> 1. That a copy of the report dated May 25,2011 from the Transportation and Works Department entitled "GTA West Corridor – Draft Transportation Development Strategy" be sent to the Ontario Ministry of Transportation as input to the GTA West Corridor – Draft Transportation Development Strategy Report. 2. That the Ontario Ministry of Transportation amend the GTA West Corridor – Draft Transportation Development Strategy Report to include the following changes: <ol style="list-style-type: none"> a) highlight the immediate need for the Province to accelerate funding for key transit and highway and road infrastructure b) an increase in GO Bus service from the Guelph and Kitchener/Waterloo area to Mississauga and implementation of all-day/two-way service along the Milton and Georgetown GO Rail corridors be included in the 0-5 year time horizon c) implementation of LRT along the Hurontario/Main Street Corridor be included in the short-term (0-5 year) time horizon d) widening of Highway 401 from the Credit River to Trafalgar Road and construction of the north-south corridor (Halton/Peel Freeway) be included in the 0-5 year time horizon; and, e) MTO partner with the City of Mississauga, Town of Milton and Regions of Peel and Halton to examine opportunities to create and fund east-west arterial road linkages as a pre-cursor to construction of the GTA-West Transportation Corridor. 3. That a copy of the report dated May 25, 2011 from the Commissioner of Transportation and Works entitled "GTA West Corridor – Draft Transportation Corridor Development Strategy", be forwarded to the Region of Peel, Region of Halton, City of Brampton and Town of Caledon for information. 	
EX-253	Jun 21-11	Niagara Escarpment Commission	<p>That the NEC directs staff to inform the MTO of its continued objection to the direction envisioned in the West Area – Hamilton to Burlington/Oakville portion of the NGTA Draft TDS, with respect to a new transportation corridor crossing the Niagara Escarpment Plan Area, a UNESCO Biosphere Reserve.</p> <p>That the NEC directs staff to inform the MTO that it generally supports the approach outlined in the Draft TDS in regard to Group 1 – Optimize Existing Transportation Networks and Group 2 – New or Improved Non-Road Infrastructure</p> <p>That the NEC directs staff to inform the MTO that it favours the early implementation of the Group 1 and Group 2 Alternatives prior to considering alternatives and corridor protection measures in relation to a new transportation corridor crossing the Niagara Escarpment, including highway related widenings.</p> <p>That the NEC directs staff to inform the MTO that the Niagara to GTA and GTA West TDS' need to be sufficiently integrated.</p> <p>That the NEC directs staff to inform the MTO that the Commission supports the concerns articulated by the City of Burlington, Region of Peel and Conservation Halton and to amend the draft TDS accordingly.</p> <p>The NEC wishes to invite the NGTA and GTA West Project/Study Teams to a meeting of the NEC, in the near future, in order to have the Project/Study Teams make presentations on the NGTA and GTA West Planning and EA studies. The NEC would then like to have the opportunity to ask further questions and discuss its concerns with the Project/Study Teams. Following these discussions the NEC will consider whether it needs to provide additional comments on these transportation studies.</p> <p>The commission supports the concerns articulated by the City of Burlington, Region of Peel and Conservation Halton and that TDS should be amended to address those concerns.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.
EX-254	Jun 27-11	Grand River Conservation Authority	<p>GRCAs staff are supportive of the inclusion of Group 1 (Optimize Existing Networks) and Group 2 (New/Expanded Non-Road Infrastructure) alternatives to address the transportation needs within the study area. We trust that these alternatives will continue to be given priority as the EA moves forward and implemented in the "near" timeframe as identified in Chapter 5 of the report.</p> <p>In order to further address the transportation needs, Group #3 (widen/Improve Existing Roadways) was brought forward for assessment. Expansion of the 401 through the Grand River watershed could result in impacts to the Mill Creek PSW and tributary of Mill Creek. We recognize that the alternatives being proposed in Group #3 could be done within the existing right of ways and mitigated using approved methods to lessen the environmental impact. We anticipate further review of site specific fieldwork and details for the proposed widening as the EA proceeds.</p> <p>The EA identified that inclusion of Groups 1, 2, and 3 were still not sufficient to address the transportation needs of the GTA West corridor. As a result, Group 4 (New Transportation Corridors) was analyzed and a preliminary route planning study area was selected for a new transportation</p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>corridor. The identified study area does not include the Grand River watershed and we anticipate no additional direct environmental impacts within our watershed.</p> <p>We recognize that Stage 1 of this EA was broad scale, high level strategic planning that tried to balance environment, economy, and community in selecting a preferred alternative. We are generally satisfied with the level of review completed to date to identify the TDS. However, as identified in the EA, a more detailed assessment of the potential negative environmental impacts of a new transportation corridor in the study area is needed to gain a better understanding of the issues in relation to the other factors in the matrix, their evaluation, and weighing. We anticipate further participation in the EA process for Stage 2.</p>	
EX-255	Jun 29-11	Town of Halton Hills	<p>See EX-255 for full PDF copies of the comments and reports.</p> <p>Dear Mr. Ahmed,</p> <p>Please be advised that Council for the Town of Halton Hills at its meeting of Monday, June 27th, 2011 adopted the following Recommendation:</p> <p>Recommendation No. GC-201 1-0132 (Resolution No. 2011-0173) * Denotes Change From Staff Report Recommendation</p> <p>THAT Report No. INF-2011-0035, dated June 23, 2011, regarding the GTA West Corridor Environmental Assessment Transportation Development Strategy Report, be received;</p> <p>AND FURTHER THAT the Town of Halton Hills requests that the Ministry of Transportation (MTO) amend the Draft GTA West Corridor Environmental Assessment Transportation Development Strategy Report prior to finalizing Stage 1 of the Environmental Assessment process to recommend only Alternative 4-2, which includes a new corridor from Highway 400 to the Highway 401/407 Interchange in Halton Hills and the required widening of Highway 401 from the Highway 401/407 Interchange to the Tremaine/Highway 401 Interchange in Milton using urban expressway criteria, to satisfy the transportation needs to 2031;</p> <p>AND FURTHER THAT the MTO be advised that the Town of Halton Hills adamantly opposes the new east-west corridor through the agricultural and rural areas of Halton Hills from the north-south component to Tremaine Road (formerly Alternative 4-3) due to significant impacts on the Town's agriculture and rural fabric and inconsistency with the Province's, Region's and Council's vision of Halton Hills under the Growth Plan for the Greater Golden Horseshoe</p> <p>AND FURTHER THAT the Town of Halton Hills continues to support the transportation improvements outlined in the Halton-Peel Boundary Area Transportation Study (HPBATS) (consistent with Alternative 4-2), as the strategy to accommodate the GTA West transportation demands to 2031 through Halton Hills;</p> <p>AND FURTHER THAT a copy of this report be forwarded to The Honourable Kathleen Wynne, Minister of Transportation; Ted Arnott, MPP; Region of Halton; Town of Milton; City of Brampton; Town of Caledon; Region of Peel; MTO staff and consultants working on this project.</p> <p>RECORDED VOTE:</p> <p>In Favour: Councillors Lawlor, Fogal, Hurst, Inglis, Johnson, Kentner, Lewis, O'Leary, Robson, Somerville, Mayor Bonnette Opposed: NIL</p> <p>CARRIED AS AMENDED</p> <p>As per the above recommendation attached for your information is a copy of Report No. INF-2011-0035. If you have any questions, please do not hesitate to contact Mr. Chris Milfs of our Infrastructure Services Department at (905) 873-2601 ext. 2301.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.
EX-256	Jun 27-11	Town of Oakville	<p>I am submitting the following comments for consideration in the preparation of the GTA West Corridor Environmental Assessment and the development of the Draft Transportation Development Strategy Report (Feb. 2011).</p> <p>The Town of Oakville is not directly impacted (to date) by either the Niagara Corridor or the GTA West corridor by way of a new physical corridor within the Town limits, however we are concerned with regards to a future connection of the two corridors. The future planning and development on the North Oakville Employment Lands should remain a consideration with respect to any route planning associated with both the GTA West study and the Niagara Corridor.</p> <p>The Town would greatly appreciate being more involved in the study team or technical advisory team as the relationship between the Niagara Corridor and the GTA West corridor is assessed and evaluated for possible connections. In addition, staff would like to see how the corridors will contribute to the overall existing GTA highway system and in building an inter-regional transportation network. This includes analyzing the impacts to local and regional roads that traverse the Town.</p> <p>Thank you for the opportunity to review and provide comments to the Draft Transportation Development Strategy Report for the GTA West corridor. We will continue to monitor the studies and would appreciate it if the mailing list for this study could be checked for the inclusion of my contact information.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.
EX-257	Jun 27-11	Ministry of Tourism and	<p>MTC has an interest in the conservation of cultural heritage resources including:</p> <ul style="list-style-type: none"> • Archaeological resources; 	Comments addressed in updated TDS / discussed in subsequent meetings.

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		Cultré	<ul style="list-style-type: none"> Built heritage resources; and Cultural heritage landscapes. <p>MTC would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We would ask that you update your contact list and include:</p> <p>Rosi Zirger A/Heritage Planner Culture Services Unit Programs and Services Branch 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7</p> <p>The study report indicates that based on comments received by the public and stakeholders, and additional analysis, it is recommended that elements of both Alternative 4-2 and 4-3 be provided for in the new transportation corridor. These elements included:</p> <ul style="list-style-type: none"> A new transportation corridor from Hwy 400 to Hwy 401 west of Milton A new north south link to Hwy 401 at 407 ETR <p>Exhibit 4-12 Cultural Environment Evaluation considers impacts to cultural heritage resources and archaeological resources. Specifically:</p> <p><i>Section 3.1 Cultural Heritage-Built Heritage and Cultural Heritage Landscapes</i> indicates that sections of the new corridor cross the Humber River, a designated Canadian Heritage River and the site of Toronto Carrying Place Trail (with historical significance) in King Township. In addition, sections of the new corridor proposed in Alternative 4-3 will potentially impact cultural landscapes near the Niagara Escarpment and the Greenbelt at Milton.</p> <p><i>Section 3.1.2 First Nations Burial Sites</i> indicates that both alternative 4-2 and 4-3 have the potential to impact First Nation burial sites</p> <p><i>Section 3.2 Cultural Heritage –Archaeology</i> indicates that the new corridor proposed in Alternatives 4-2 and 4-3 has the potential to impact archaeological sites and resources including sites that may have significance to First Nations.</p> <p><i>Section 7.5 Cultural Environment</i> indicates that the analysis of Alternative 4-2 and 4-3 at this stage was carried out at a relatively high level of assessment, based on secondary sources, collective team experience, and high level input from stakeholders. It is further indicated that environmental field investigations will continue through the preliminary and detail design phases, will include mitigation and restoration plans for this proposed project.</p> <p>Accordingly, we look forward to receiving both Archaeological Assessment(s) and Heritage Impact Assessment(s) for Built Heritage and Cultural Heritage Landscapes as part of the preliminary design phase of this project.</p> <p>Archaeology</p> <p>An archaeological assessment by an archaeologist licensed under the Ontario Heritage Act for this project should be completed prior to preliminary design. The assessment reports must conform to the MTC's Standards and Guidelines for Consultant Archaeologists (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the MTC for review by an Archaeology Review Officer.</p> <p>Built Heritage and Cultural Heritage Landscapes</p> <p>Please send one hard copy and one digital copy of the Heritage Impact Assessment to the MTC for review by a heritage planner. The Heritage Impact Assessment should also be forwarded to the local municipality for their review and comment; and should also be available, upon request, to local heritage organizations with an interest in the project. The report and its recommendations should be considered as part of the overall EA.</p>	
EX-258	Jun 28-11	City of Brampton	<p>See EX-258 for full PDF copies of the below mentioned comments. Excerpts are included below.</p> <p>Hello Mr. Ahmed and Mr. Wang,</p> <p>Please see the attached files containing the City of Brampton's comments (letter and Appendix B) on the Ministry of Transportation's recently completed Draft Transportation Development Strategy for the GTA West Transportation Corridor, along with a staff report recently endorsed by Council. You should receive official hard copies in the mail shortly. Thank you for the opportunity to provide input in writing and through the recent MAG and other meetings with municipalities. We look forward to working closely with you on this important corridor with Provincial and municipal transportation and land use objectives in mind.</p> <p>Best regards, David Kuperman, MS, MCIP, RPP Transportation/Infrastructure Policy Planner III Long Range Transportation Planning Planning, Design & Development City of Brampton</p> <hr/> <p><i>Letter excerpt:</i></p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>Thank you for the opportunity to provide input on the Draft Transportation Development Strategy (TDS) report for the GTA West Corridor Environmental Assessment study. City of Brampton staff has reviewed this draft report and prepared comments, attached hereto for your consideration, which were endorsed by Brampton Planning Design & Development Committee on June 13, 2011 and by Brampton Council on June 22, 2011. (Detailed comments comprise Appendix B to the staff report.)</p> <p>The City of Brampton supports the general direction of the EA study and the conclusions of the Draft TDS Report, subject to certain issues which are contained in the detailed staff comments, and summarized in the staff report to PDD Committee. Overall, the recommendations for both highway and non-highway improvements are consistent with the City's objectives and policies, which are premised on the guiding principle of supporting and maintaining an integrated multi-modal transportation system that supports future population and employment growth and facilitates the movement of people and goods.</p> <p>While we appreciate the long-term benefits to be achieved with the implementation of a new provincial transportation corridor (and the other recommended complementary system improvements), a considerable amount of time will pass before any of this work is completed. In order to allow municipal planning for development in new growth areas to continue unimpeded to fulfill provincial Growth Plan objectives, the Province must expedite the EA process to begin Stage 2 as soon as possible.</p> <p>The City is carrying forward with transportation studies and Eas as part of secondary planning exercises in the northeast and northwest sections of the City (parts of which are affected by proposed GTAW Preliminary Route Planning Study Area). MTO is being asked to participate in these studies and to support work which is intended to refine the limits of corridor protection areas and facilitate approval of secondary plans, potentially prior to the completion of the GTA West EA.</p> <p>We look forward to continued cooperation with the GTAW project team to advance this important EA study.</p> <p><i>Appendix excerpt:</i></p> <p>PD&D (Long Range Planning section) has coordinated City staff review of the GTA West Corridor EA Transportation Development Strategy draft report, and consolidated the input for submission to the MTO project team.</p> <p>Staff supports the general direction of the EA study and the conclusions of the Draft TDS Report, subject to certain factors. The recommendation for highway and non-highway improvements is consistent with the City's overall vision for an integrated multi-modal transportation system that supports future population and employment growth and facilitates goods movement, as stated in the Official Plan, and the optimized use of the existing system before building new infrastructure.</p> <p>It is also generally agreed the province needs to proceed expeditiously to initiate the second phase (route planning) of the EA Study, and to clarify its strategy for corridor protection given the more immediate timelines for planning and development in east and west Brampton.</p> <p>General comments:</p> <ol style="list-style-type: none"> 1. While the long-term benefits of a new transportation corridor and the other components of the strategy are clear, current levels of congestion warrant more immediate improvements to the transportation system. Short-term as well as long-term actions are required to address existing and future problems. Therefore, the City encourages any action by the Province to expedite more near-term projects, such as the widening of highways 410 and 401, construction of the Highway 427 Extension, and transit improvements through Metrolinx including two-way all-day service on the Georgetown GO rail line, the Hurontario/Main light rail transit line, Queen Street/Highway 7 rapid transit corridor, and transitways on both 407 ETR and Highway 427. 2. Alternatives 4-2 and 4-3 and their impacts have been analyzed separately throughout the report and the environmental assessment so far. However, they are combined (with two additional lanes on Highway 401 as well) and put forth as the recommended strategy on pages 241 and 242. It is unclear, assuming that a combination of essentially all elements of the two alternatives is being considered, if the aggregate effects to cost, land consumption, and other social or environmental effects have been analyzed and determined to be within accepted thresholds. It should be more explicitly stated if a quantitative benefit-cost analysis is being used that takes into account this concern. Currently, the summary only states that impact reduction and mitigation will occur through subsequent route planning and preliminary design in Stage 2 of the EA process – and that the total effects of the combination are the same as the Ministry of Transportation pursuing Alternative 4-3 and municipalities pursuing HPBATS. 3. It is not clear why the same mitigation strategies would not apply to Alternatives 4-2 and 4-3 individually as well. 4. City staff sees value in conducting an analysis of the Draft TDS as a whole, including a new analysis of auto and truck delays on the provincial highways and municipal road network. 5. The Preliminary Route Planning Study Area occupies a significant portion of Secondary Plan Area 47 in northeast Brampton, as well as areas designated for development near Highway 410 (SPA 48) and in northwest Brampton (SPA 52, 53). It should be reduced and refined as soon as feasible to avoid delays to the development of new employment lands and other uses in these areas. MTO should work with the Region and its area municipalities to ensure that route planning aligns with other planning objectives, and consider the many alternative forms of corridor protection discussed in the Draft TDS report. Alternatively, any intent by the Province to purchase lands in these areas should be made clear so that local development decisions are adequately informed. All new development areas should be treated as priority planning areas, with consideration for the extensive planning work and designation already undertaken by municipalities. 	

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			<p>6. The Province needs to expedite the identification of funding for and initiation of Stage 2, in order to allow for route planning to be concurrent with the development planning and environmental assessment currently or soon to be underway in each of the municipalities affected.</p> <p>7. The City will be continuing with transportation studies and environmental assessments in the Northwest Brampton (SPA 52 and 53) and Highway 427 Industrial (SPA 47) secondary plan areas. It is important that MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;</p> <p>8. Impacts to transit service connectivity will have to be considered. In particular, mid- and long-term extensions to higher-order transit along Hurontario/Main Street, Steeles Avenue, and possibly Queen Street West are likely to intersect the new corridor. Some of these are reflected in <i>The Big Move</i> Regional Transportation Plan, while others are part of the expanding Züm bus rapid transit network, growing conventional transit services in Brampton, or service integration with other transit agencies.</p> <p>9. Since the construction of the new GTA West freeway is a long-term project, there should also be an emphasis in the meantime on including shorter-term components of the overall vision in the Ministry's five-year Southern Ontario Highways construction program, including the Highway 427 extension, Highway 410 widening, and the 407 Transitway.</p> <p>10. It is unclear what impact the selection of the preferred alternative will have on the current HPBATS planning process, which must continue in some form to accommodate development pressures. As both regional municipalities of Halton and Peel recognize the importance of a major new north-south transportation facility to near-term development plans (and Northwest Brampton is a corridor protection area), there is a need to discuss options for initiating an environmental assessment with the aim of constructing an arterial road to be upgraded to a freeway by the Ministry of Transportation as soon as feasible. The Draft TDS also recommends that the Halton-Peel Freeway be six lanes, while the HPBATS Final Report calls for eight lanes between Highway 401/407 ETR and Bovaird Drive and six lanes north of Bovaird Drive (protected to accommodate eight lanes beyond 2031). The new infrastructure is critical to development, which in turn is a necessary contribution to the tax base providing for future municipal services.</p> <p>11. While a complete analysis including the option of a truck-only facility is appreciated, such a highway will not adequately serve the needs of new development in Northwest Brampton, and would not be consistent with plans for the HPBATS corridor. A future GTA West freeway needs to be a multi-modal facility that accommodates auto traffic (as well as goods movement traffic).</p> <p>Specific comments:</p> <p>12. Page 10: Note that Metrolinx <i>has completed</i> a study of electrification of the GO network, recommending electrification in phases, beginning with the Air Rail Link, and followed by sections of the Georgetown and Lakeshore lines (report released January 2011).</p> <p>13. Section 1.6: The inclusion of a goods movement discussion in this document is appreciated. However, it should also mention the completion of the Metrolinx Urban Freight Study (February 2011) and the activities of the Peel Goods Movement Task Force, which has included development of an Action Plan and a conference in partnership with the private sector (http://www.peelregion.ca/pw/roads/goodsmovement/).</p> <p>14. Page 19: Under Region of Peel, expand the list of primary north-south regional roads to include Chinguacousy Road (designated as major arterial by the City of Brampton). In the next phase of GTA West Study, review feasibility of interchanges at the primary north-south roads.</p> <p>15. Section 4.9 of the Draft TDS outlines the methodology and findings for "Cost and Constructability" as a factor in the overall evaluation of alternatives. The draft TDS further indicates that while route planning is not within the scope of this stage of study, conceptual alignments were important in determining an approximate number of interchanges and structures that in turn were used to identify a new freeway footprint. Staff notes that the Heritage Heights Transportation Master Plan has identified a comparable need to develop a corridor "footprint" as an early key objective of the study, primarily to identify an optimal crossing envelope of the Credit River. Further to staff's intent to include MTO as a participant in the HPBATS implementation going forward, and the Heritage Heights TMP, it is requested that MTO make available the <i>GTA West Constructability and Cost Summary Technical Memorandum (February 2011)</i> and the <i>Draft Safety Standards Manual for New Rural Freeways</i> and more detailed information used in arriving at the "limited opportunities for crossing the Credit River" cited on pages 151 and 228 of the draft TDS.</p> <p>16. Page 147, Section 4.8.3, Sensitivity Analysis, Dedicated Truck Facility: The section recommends that GTA West corridor as truck only facility should be carried forward as a viable solution as part of the transportation development strategy. Exhibit 4-47 demonstrates that the east-west traffic based on N-S screen lines will operate within same level whether the GTA West corridor is planned as mixed use or truck only facility. If the GTA West corridor is proposed as truck only facility, it can potentially impact and increase congestion on the north south corridors such as Highway 410 through Brampton and other City and Regional roads. Traffic from northerly section of Brampton and for most part of Caledon will continue to be forced to use north south road to connect to Highway 401 or Highway 407 to go either east or west. A mixed use GTA facility will provide an alternate to Highway 401 and Highway 407 and thereby relieving the pressure on north south roads. Instead of proposing truck only facility/corridor, explore the feasibility of dedicated truck lanes in combination with HOV and general purposes lanes, if required.</p> <p>17. Page 176, Exhibit 5-10 (Ultimate Transit Network): Mount Pleasant GO Station is missing in from the figure. Furthermore, based on the discussion on page 175 which recommends expansion of the mobility hub concept to the west of the GTHA, the Mount Pleasant Village Mobility Hub should be included in the figure as a "Potential Mobility Hub" (per the City of Brampton's Growth Plan Amendment (Schedule). Mount Pleasant Village, a transit-oriented community anchored by the GO Station, is nearing completion and has received senior government support as a Federal Infrastructure Stimulus Funding project.</p> <p>18. Page 181: In this section, there is a reference to both a transitway and a truckway within the proposed 170 m right-of-way for the new</p>	

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			<p>transportation corridor. Elsewhere in the report, only general purpose lanes and a transitway are described. If the related analysis determines no need for dedicated truck lanes, how would the road space be allocated? Please clarify what the implications are for timing and road space allocation.</p> <p>19. Pages 187-188, (Exhibits 5-16 and 5-17): The draft TDS notes that while the analysis and evaluation assumed 14 lanes on Highway 401 between Winston Churchill Boulevard and Highway 410, MTO has subsequently completed planning for this section of Highway 401 and determined that it will not be widened beyond the planned 12 lanes. The draft TDS goes on to conclude that "Since this update would be applied to all alternatives, it would not change the outcome of the preferred improvement." The draft TDS should clarify what is defined as the preferred improvement and to expand on the conclusion, including addressing any implications to the HPBATS/City of Brampton road network.</p> <p>20. Page 192, Exhibit 5.20 (Principles for defining the GTA West Preliminary Route Planning Study Area): the last two principles in this exhibit (i.e., "minimize impacts to approved municipal urban expansion areas and approved secondary plans" and "integrating existing transportation infrastructure and offering flexibility to connect to existing and planned transportation facilities in the study area") are of significance to the HPBATS recommended road network and to the Transportation Master Plan being initiated for the Heritage Heights Secondary Plan in North West Brampton and for the Highway 427 Industrial Area (SP 47) in east Brampton. Page 45 of the draft TDS identifies that "it may be necessary for the Province to consider a more formal form of corridor protection to ensure that land development does not preclude the development of the transportation corridor..." and that "these stages of corridor protection will need to be considered further following the completion of this stage of the study". Clarification is requested as to specifically what is identified as "stages of corridor protection" relative to the Stage 2 of the GTA West EA and moving forward, given the current corridor protection areas designated in North West Brampton and in SP47.</p> <p>21. Page 234 (Transportation Analysis): Does the 'RTP Based AADT Forecast' used in Exhibits 7-6 and 7-7 include the effects of all 25-year projects, such as all-day two-way GO rail service?</p> <p>22. Page 238: Is there a clear reason why truck traffic would not experience the same level of delay savings as automobile traffic with the North-South Link operating as a freeway rather than an arterial road?</p> <p><i>Report excerpt:</i></p> <p>RECOMMENDATIONS:</p> <p>1. THAT the report from Henrik Zbogor, Manager, Long Range Transportation Planning, Planning Design & Development, dated May 18, 2011, to the Planning Design & Development Committee Meeting of June 13, 2011, re: Status Report: MTO GTA West Corridor EA – Response to Draft Transportation Development Strategy, be received;</p> <p>2. THAT staff's comments to MTO on the GTA West Corridor EA Transportation Development Strategy, appended hereto, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular:</p> <p>a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA;</p> <p>b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current state of development and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area;</p> <p>c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible;</p> <p>d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;</p> <p>e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of highways 410 and 401, extension of Highway 427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements;</p> <p>f) That the area at the north end of Highway 410 in Brampton within the Countryside Villages Secondary Plan (SP 48) be removed from the Preliminary Route Planning Study Area, since Highway 410 has been constructed and the adjacent lands are within an industrial Draft Plan of Subdivision.</p> <p>3. THAT staff continue to participate in negotiations to finalize a Memorandum of Understanding with Peel Region, Halton Region, and Town of Halton Hills to implement the HPBATS recommendations, and proceed with development of a work plan to facilitate planning for the Halton-Peel Freeway.</p> <p>4. THAT these comments also be circulated for information to Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx.</p>	
EX-259	Jun 30-11	Ministry of Municipal Affairs and Housing – Provincial Policy Branch	<p>Thank you for the opportunity to review the GTA West Corridor Planning and Environmental Assessment Transportation Development Strategy Report (draft February 2011). The Provincial Planning Policy Branch has the following comments:</p> <p>Specific Comments:</p> <p>The Challenges and Opportunities for Growth – page ii, second paragraph, second sentence</p> <ul style="list-style-type: none"> As noted in previous comments (April 1, 2010) in the second paragraph, second sentence we suggest that the Provincial Policy Statement, 	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>2005 be included in the list of policy documents providing the policy context and foundation for growth.</p> <p>The Creative Process – page iii, third paragraph, second sentence</p> <ul style="list-style-type: none"> As noted in our previous comments (April 1, 2010) the “building block approach” should also include the Provincial Policy Statement, 2005 (PPS, 2005). Both the Growth Plan and Greenbelt Plan build on PPS. These provincial plans are to be read in conjunction with the PPS, 2005. The Growth Plan, in conjunction with other provincial plans and the PPS, 2005, express the government’s interests and directions regarding growth management in the GGH. <p>Assessment of Alternatives, (page vi), last paragraph, fourth bullet:</p> <ul style="list-style-type: none"> We are uncertain as to what “self containment” is intended to imply. <p>Section 1.1 Study Background, (page 1)</p> <ul style="list-style-type: none"> The fourth paragraph should note that the Growth Plan and the Greenbelt Plan build on the Provincial Policy Statement, 2005 (PPS, 2005) and are to be read in conjunction with the PPS. <p>Section 1.7.1, Provincial Policy Statement, (page 20)</p> <ul style="list-style-type: none"> In the second paragraph, we suggest expanding the description of what the PPS contains in Section 2 beyond simply protection for “natural and prime agricultural areas”. The following wording could be considered: <p>“The PPS contains various policies that provide protection for natural heritage, water, agricultural, and cultural heritage and archaeological resources for their economic, environmental and social benefits”.</p> <p>Our rationale for this change is that it is not just the “natural and prime agricultural areas” that are vital when considering potential new infrastructure, as the current sentence suggests, but a much wider range of considerations, as outlined in Exhibit 4-2, Evaluation Factors and Criteria.</p> <p>Section 1.7.3 Greenbelt Plan (page 21)</p> <ul style="list-style-type: none"> In the second paragraph, first sentence we suggest the following rewording: <p>“Similar to the PPS and Growth Plan, the Greenbelt Plan policies influence transportation primarily through municipal planning policy as the Greenbelt Act requires that official plans conform to the policies of the Plan.”</p> <ul style="list-style-type: none"> In the second paragraph, second sentence we suggest removing the following: <p>“in specific areas”</p> <ul style="list-style-type: none"> In the second paragraph, third sentence we suggest the following wording: <p>“It influences where development can occur, and The Greenbelt Plan sets out policies for how transportation infrastructure may be planned, designed and constructed in accordance with the Greenbelt Plan policies.”</p> <p>Section 1.7.5 Oak Ridges Moraine Conservation Act and Plan (page 23)</p> <ul style="list-style-type: none"> In the first paragraph we suggest the following rewording: <p>“The Oak Ridges Moraine (ORM) Conservation Plan supports the ORM Protection Act (2001), and clarifies the long-term protection and management of 19,000 ha within that comprise the Moraine. The ORM is one of Ontario’s most significant landforms – an irregular ridge stretching 160 km from the Trent River in the east to the Niagara Escarpment in the west. The ORM has a unique concentration of environmental, geological and hydrological features, including clean and abundant water resources. The southern limit of the ORM forms the approximate northern boundary of the GTA West preliminary study area through the Regions of York and Peel.” Together with the Escarpment, the ORM forms the foundation of south-central Ontario’s natural heritage and Greenspace systems.</p> <ul style="list-style-type: none"> In the second paragraph we suggest the following rewording: <p>“Similar to the Greenbelt Plan and the NEP, provincial policies for the ORM influence where development, and to some degree infrastructure to serve development, can occur. The Oak Ridges Moraine Conservation Plan allows only those transportation, infrastructure and utilities projects where no reasonable alternative exists and includes policies which require minimum disturbance and impact on the ecological and hydrological integrity of the ORM. The ORM requires the protection of sensitive water resources (e.g. kettle lakes, wetlands, permanent and intermittent streams, seepage areas and springs) from development.” MTO is required to comply with the ORM Protection Act and Conservation Plan in the planning, design, construction, operation and maintenance of all highways located in ORM Conservation Plan areas. “</p> <p>In reference to the piece that we suggest deleting (as noted above) we question why this is stated here and not for the Greenbelt and the Niagara Escarpment – is this MTO’s opinion? We question why MTO hasn’t said this for the Greenbelt.</p> <p>Section 2.2.2 Report Findings, Policy Framework (page 32)</p> <ul style="list-style-type: none"> In the second paragraph, second sentence, we suggest removing “Greenbelt Plan” from the sentence. In the second paragraph, we suggest the PPS be mentioned before the <i>Growth Plan</i>. 	

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			<p>Section 2.3.2 Report Findings (Environmental Conditions and constraints Overview Report), (page 38)</p> <ul style="list-style-type: none"> In the second paragraph (Agriculture) we suggest referencing that these lands are also designated in municipal official plans, and to include those designations in the report. <p>Section 3.3, Group #1 – Optimize Existing Networks, (page 50)</p> <ul style="list-style-type: none"> In the first paragraph, we suggest the following wording for the second sentence: <p>“The provincial government is planning for the future through policies like those contained in the PPS, <i>The Growth Plan</i>, <i>The Greenbelt Plan</i>, <i>Metrolinx Regional Transportation Plan (RTP)</i>.”</p> <p>Section 3.4.2 Assessment of Group #2, (page 54)</p> <ul style="list-style-type: none"> Under Economy, as noted in our previous comments (April 1, 2011) agriculture is a provincial interest, and is protected under the PPS and provincial plans (Greenbelt and Oak Ridges Moraine). Agriculture also makes significant contributions to the economy through the agri-food sector and agri-tourism. We question how agriculture has been factored into this assessment. Under Environment, if the Oak Ridges Moraine is part of this study area, please list separately from Greenbelt lands. Please note that the Oak Ridges Moraine is government by its own legislation and policies, separate from the Greenbelt. <p>Section 4.1.1 Triple Bottom Line Approach (page 57)</p> <ul style="list-style-type: none"> Generally, we feel that more clarity is required around what is meant by the “Triple Bottom Line” approach, and to identify how the other considerations listed may fit within this approach. The sentence which reads... “based on consideration of the environmental “triple bottom line” as well as Transportation and Engineering considerations” is confusing, since, as shown in the bullets below the paragraph, the “triple bottom line” approach includes more than just environmental considerations, but includes social and economic considerations as well. The limited list of potential impacts described under each sub-heading is also questioned, since it tends to suggest that those considerations listed may be more important than those not listed, which is not likely the intent. The introductory paragraph to this section should also reference Exhibit 4-2, Evaluation Factors and Criteria. <p>Exhibit 4-2 Evaluation Factors and Criteria, 1.5 Designated Areas (page 60)</p> <ul style="list-style-type: none"> The Greenbelt is not listed as a Designated Area – we request that the Greenbelt to be added to this list. <p>Section 4.4.1 Methodology (page 84)</p> <ul style="list-style-type: none"> The first sentence notes “...secondary source information, (i.e. mapping and content from provincial policy statements and local official plans...”. We suggest replacing the words “provincial policy statements” with “provincial plans” since this likely is what is intended here. <p>Section 7.3.2, Summary (page 223)</p> <ul style="list-style-type: none"> In the first paragraph, third sentence we suggest removing “policy” from “Greenbelt policy areas.” <p>Section 7.3.2 Findings, Agriculture (page 227)</p> <ul style="list-style-type: none"> In the third paragraph we note that Halton Region’s ROPA #38 is adopted but is not yet in effect. 	
EX-260	Jun 30-11	Toronto and Region Conservation Authority	<p>On June 24, 2011, a report was provided at TRCA Authority Meeting #6/11 and carried with several recommendations. A copy of the full report is enclosed for your reference along with Resolution #A112/11. The recommendations provided within the Authority Report will be provided to both the Humber River Watershed Alliance and the Etobicoke/Mimico Coalition for information purposes.</p> <p>A meeting was held with MTO, their consulting team, CVC and TRCA on June 17, 2011 to discuss the above-noted report, and concerns regarding impacts of the GTA West Preliminary Route Planning Study Area. Within TRCA’s jurisdiction the items discussed included impacts on conservation lands (Nashville Resource Management Tract), the natural heritage system within the Humber River (a designated Canadian Heritage River) and Etobicoke Creek watersheds, and further consideration of modifications to the proposed corridor to avoid fragmentation of sensitive natural corridors, watercourses and the Nashville Resource Management Tract. Discussions also touched on future work that will need to be completed during Stage 2 of the EA to scope the work (alignments) and to determine the true implications of a proposed transportation corridor on valleylands, watercourses, wetlands, natural corridors and wildlife. It was agreed that a working group would be established with TRCA staff to ensure comprehensive solutions are established as the EA is developed, and to ensure that mitigation and compensation measures are in place to enhance and improve connectivity objectives at both a site and watershed level. MTO agreed to also work with the Ontario Road Ecology Group (OREG) to design structures that incorporate effective and innovative wildlife crossing methodologies.</p> <p>Staff looks forward to reviewing and commenting on the alternative alignments, as well as meeting on-site to review watercourse, wetland and corridor crossings as the EA moves into Stage 2. Comments specific to the draft GTA West Corridor Environmental Assessment Transportation Development Strategy Report are provided in Appendix A. Detailed engineering, hydrogeology, ecology, geotechnical, property and archaeology comments will be provided as the alignments are developed.</p> <p>Appendix A- TRCA Staff Report</p> <p>Page xx of the summary indicates that during Stage 2 of the EA that mitigation measures will be explored to minimize impacts to the natural environment, but does not address the impacts to conservation lands or fragmentation of natural corridors and systems. Please ensure this is included in Stage 2 of the EA.</p> <p>As noted in the report, the Greenbelt Plan acts to provide permanent protection to natural heritage and water resource systems. It is acknowledged that the preliminary study area includes a large portion of the Greenbelt Planning Area, primarily through the Regions of Peel and Halton. However, the greenbelt (protected countryside) also extends into York Region which will need to be considered in the identification and evaluation of transportation alternatives.</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>

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			<p>Within the Environmental Conditions and Constraints section, mention of conservation lands (Nashville Resource Management Tract) should also be included, as the proposed corridor will fragment these lands.</p> <p>There does not appear to be any mention of the Endangered Species Act or endangered species within the corridor. Please ensure this is considered as part of the detailed analysis.</p> <p>Pg 43 describes opportunities, one of which is minimizing impacts to the natural environment. It is unclear how this is an opportunity as there will be significant impacts to conservation lands and sensitive natural corridors. Please clarify.</p> <p>Factors/criteria were identified on p.59 as part of the "Reasoned Argument" evaluation. Impacts to the overall watershed, watercourses, conservation lands, flora and fauna communities, fragmentation of natural corridors and impacts to endangered species also need to be evaluated.</p> <p>The cost section [of Exhibit 4-2] should not only include environmental mitigation, but also compensation and restoration, independent of streetscaping.</p> <p>The recommended alternative may have impacts on watercourses. Please evaluate the potential impacts and revise Factor 1.4 Measurement of Effects (Exhibit 4-2) to include a qualitative or quantitative assessment of: new pavement area, and new and existing watercourse crossings. The evaluation of the surface water factor (p 60) may be required for all of the watercourses rather than permanent watercourses. Please revise Factor 1.4 (Exhibit 4.2) accordingly.</p> <p>Please revise Exhibit 4-10 to incorporate Comments 8 and 9.</p> <p>Exhibit 4-11 notes that 31 TRCA properties will be impacted. Please clarify if this refers to regulated areas or actual TRCA land.</p> <p>p. 78, Fish and Fish Habitat, makes no mention of impacts to the Humber River Watershed which is the largest watershed impacted as a result of the proposed works in TRCA's jurisdiction. Please ensure this is added to the report and all impacts to this watershed are evaluated.</p> <p>Exhibits 4-10 and 4-48 note that the Heart Lake Wetland complex will be impacted for all possible alternatives, with the exception of widening existing provincial highways due to the connection with Highway 410. It is also noted that Areas of Natural and Scientific Interest (ANSI) will be affected within the Humber River Valley-Kleinberg area, but that it is possible to avoid these areas with route planning. Please discuss these crossings with TRCA staff prior to finalizing a solution as it will be interesting to see how these areas will be avoided as part of the Stage 2 work.</p> <p>Exhibit 4-48, section 6.1.3, notes that there will be less disruption with construction of a new corridor, as compared to widening existing roads/highways, because the new corridor is located primarily through undeveloped lands. This may result in less disruption to the community, but not to the natural environment. This should be clarified in the report.</p> <p>Section 6.1.4 of the same table also notes that a moderate level of environmental mitigation is required at watercourse crossings and through wetlands and sensitive areas. The report should note that a significant level of mitigation and compensation will be required for impacts to existing features.</p> <p>On pg 222, Impacts to Terrestrial Ecosystems, does not mention impacts to TRCA lands. Please note that impacts should be avoided to the extent possible.</p> <p>At Stage 2 of the EA, please provide the following reports: - Drainage and Stormwater Management Report - Fluvial Geomorphic Study - Natural Features Report for the proposed alignments - Hydrogeology Report - Geotechnical Report</p> <p>There is a high potential for encountering archaeological resources. Any work on TRCA lands will be completed by a TRCA Archaeologist and additional fees will be charged for those works.</p> <p>Meeting #6/11, June 24, 2011 Recommendations</p> <p>The draft preliminary route planning study area requires numerous river crossings in the Etobicoke Creek watershed and major river crossings in the Humber River watershed, including the Nashville Resource Management Tract.</p> <p>Stage 2 of the IEA will examine identified planning alternatives, such as the inclusion of transit alternatives, as well as alternative alignments of the highway through the proposed study area and across the Humber River and Etobicoke Creek watersheds.</p> <p>The MTO be advised that TRCA staff understands the provincial need for the new corridor, and that staff is committed to working with the Province to ensure the environmental impacts to the natural heritage system within the Humber River and Etobicoke Creek watersheds are avoided, mitigated and compensated as the IEA is developed</p> <p>The MTO be requested to further consider modifications to the draft preliminary route planning study area to minimize fragmentation of the natural heritage system, particularly in the area of the Nashville Resource Management Tract</p> <p>The MTO be requested to provide an extensive review of the existing natural features, impacts of crossings on the natural features and their</p>	

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			<p>functions, and provide a comprehensive mitigation and compensation strategy for those areas that will be impacted</p> <p>The MTO be requested to establish a working group with TRCA staff to examine the alternatives at a site specific level, to identify and scope the true implications to valleyland corridors and large tracts of natural heritage system within the Humber River watershed and impacts to the Nashville Resource Management Tract (lands in TRCA ownership)</p> <p>The MTO be requested to work with the Ontario Road Ecology Group (OREG) to inform the planning and design of the GTA West Corridor in terms of priority areas for wildlife crossing mitigation</p> <p>The Ministry of Transportation be requested, due to the historical significance of the Humber River (designated a Canadian Heritage River in 1999) to involve First Nations, local heritage groups, municipalities and TRCA early in the planning process, as the potential for significant archaeological findings within this watershed is extremely high</p> <p>TRCA staff continue involvement in the review and stakeholder consultation processes as related to the GTA West Corridor and report back to the Authority when alternative alignments have been determined.</p>	
EX-261	Jun 2-11	Town of Caledon	<p>See EX-261 for a full PDF copy of the letter and report comments. Excerpts have been included below.</p> <p><i>Letter excerpt:</i></p> <p>At the regular meeting of Council held on May 31, 2011, Council received a report regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy. The following was adopted:</p> <p>That Report DP-2011-038 regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy, be received; and</p> <p>That the Ontario Ministry of Transportation (MTO) be requested to refine the delineated Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area is consistent with Town's planning objectives and that it does not impact the Town's Planning Areas of Mayfield West (Phases 1 and 2) and South Albion-Bolton Proposed Employment Land Expansion as outlined on Page 5 of Report Dp-2011-038; and</p> <p>That the MTO be requested to consider other alternatives for the integration of Highway 410 with the new GTA West Transportation Corridor so that the approved Mayfield West development lands are not affected; and</p> <p>That Council direct staff to work with the MTO and other affected jurisdictions to expedite the EA study process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area; and</p> <p>That the MTO be requested to work closely with the farming community in the Town to balance-the objectives of agricultural operations and long-term transportation planning goals; and</p> <p>That a copy of Report Dp-2011-038 and the resulting Council resolution' be forwarded to the MTO, Metrolinx, the Regions of Peel, York and Halton and the Cities of Brampton, Mississauga and Vaughan and the Town of Halton Hills.</p> <p>Please find attached a copy of Report DP-2011-038 which outlines the key issues for the Town of Caledon. If you have any questions regarding the report, please contact Kant Chawla, Senior Transportation Planner at kant.chawla@caledon.ca or 905-584-2272 ext: 4293. At the same meeting, Council also received Report DP-2011-044 regarding the DeSignation of Land to Accommodate Forecasted Growth. We look forward to receiving a response from you regarding our requests as outlined above.</p> <p><i>Report excerpt:</i></p> <p>RECOMMENDATION</p> <p>That Report DP-2011-038 regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy, be received;</p> <p>That the Ontario Ministry of Transportation (MTO) be requested to refine the delineated Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area is consistent with Town's planning objectives and that it does not impact the Town's Planning Areas of Mayfield West (Phases 1 and 2) and South Albion-Bolton;</p> <p>That the MTO be requested to consider other alternatives for the integration of Highway 410 with the new GTA West Transportation Corridor so that the approved Mayfield West development lands are not affected;</p> <p>That Council direct staff to work with the MTO and other affected jurisdictions to expedite the EA study process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area;</p> <p>That the MTO be requested to work closely with the farming community in the Town to balance the objectives of agricultural operations and long-term transportation planning goals; and;</p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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EX-262	May 31-11	Region of Peel	<p>That a copy of Report DP-2011-038 and the resulting Council resolution be forwarded to the MTO, Metrolinx, the Regions of Peel, York and Halton and the Cities of Brampton, Mississauga and Vaughan and the Town of Halton Hills.</p> <p>See EX-262 for full PDF copies of the letter and report comments. An excerpt of the letter is included below.</p> <p><i>Letter excerpt:</i></p> <p>I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, May 26, 2011:</p> <p>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;</p> <p>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;</p> <p>And further, that the Regional Chair be authorized to meet with the Minister of Transportation Ontario, on behalf of Regional Council:</p> <ul style="list-style-type: none"> • 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; <p>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.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.
EX-263	Jun 30-11	Credit Valley Conservation Authority	<p>CVC appreciates the level of thoroughness of work that MTO and their consultants have undertaken to date on this project. CVC has reviewed the planning alternatives and the options for the new transportation corridor based upon our mandate and policies including natural hazards and water management and protection of the natural resources of the watershed and overall CVC has no objection to the finalization of the Stage 1 report.</p> <p>CVC is supportive of the recommendation to provide wildlife passage (Section 5.5 p.190)</p> <p>CVC is supportive of combining the GTA West corridor with the proposed HPBATS to facilitate a single crossing of the Credit River thereby reducing impacts to the river, valley and natural heritage system.</p> <p>Section 2, p. 37 – CVC recommends replacing "Common warmwater fish species, particularly in urbanized areas, can usually withstand habitat changes and fluctuating environmental conditions without any significant influence on the community" with "Common warmwater fish species, particularly in urbanized areas, can usually withstand moderate habitat changes and fluctuating environmental conditions over a short period of time without any significant influence on the community"</p> <p>Section 4, p. 79, Exhibit 4-10 – CVC Recommends the following revisions:</p> <p>1.1.1 Fish Habitat</p> <ul style="list-style-type: none"> • Alternatives 4-2 and 4-3: "Mitigation measures should include open span structures where feasible including open span culverts, bridges that span the valley, siting the crossings at areas of less dense and less mature vegetation" <p>1.2.1 Wetlands</p> <ul style="list-style-type: none"> • Alternatives 4-2 and 4-3 – MNR identified wetlands are present in the Mayfield West and North West Brampton planning areas (report mapping should be updated contact MNR) <p>1.2.2 Woodlands</p> <ul style="list-style-type: none"> • Alternatives 4-2 and 4-3 – confluences of Silver Creek, Black Creek and the Credit River and portions of the Credit River Valley have been identified as important centres of biodiversity for their high biological diversity and integrity as part of the preliminary Credit River NHS. <p>1.2.3 Wildlife habitats and movements</p> <ul style="list-style-type: none"> • Alternative 4-2 – Add: "Potential impacts to major valleys (i.e. Humber River, Credit River) can be mitigated..." Deer wintering areas have been identified by MNR through the Gateway West Subwatershed Study Update. Bobolink have been identified in the North West Brampton planning area. Consult MNR for requirements under ESA. • Alternative 4-3 – Deer wintering areas have been identified by MNR through the Gateway West Subwatershed Study Update. Bobolink have been identified in the North West Brampton planning area. Consult MNR for requirements under ESA. <p>1.4.1 Watershed/subwatershed drainage features/patterns</p> <ul style="list-style-type: none"> • Alternative 4-2 – add "New corridor sections across East and Main Humber River floodplains, mapped by TRCA and the main Credit River floodplain mapped by CVC..." <p>As noted above there are a number of data gaps within the report. We recommend that at the beginning of Stage 2 that MTO and their consultants contact appropriate agencies to gather any new information that may be available.</p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>The preliminary route planning study area crosses the Credit River watershed including the headwaters of Fletcher's Creek, East Huttonville Creek, unnamed tributaries to the Credit River Levi Creek, Mullet Creek and has a major crossing of the Credit River. The study area is relatively wide being on average approximately 4km wide. Although this provides for a large number of options to be reviewed, CVC has concerns that the level of work undertaken will be sufficient to clearly identify the preferred option. CVC recommends that as part of Stage 2 that detail analysis and evaluation of existing and natural features (form and function) be undertaken to inform decisions regarding the preferred route. CVC would be willing to scope the level of work with MTO and their consultants.</p> <p>CVC along with our member municipalities have undertaken a number of subwatershed studies within the study area. The findings and recommendation of these studies are based upon specific development form; any proposed major highway system within these areas may have significant implications to the form and functions that are occurring within these watersheds. As part of Stage 2, CVC recommends that MTO review these subwatershed studies and assess the impacts of their development against the targets set in the study. In order that the subwatershed functions as designed MTO may be required to undertake mitigation, restoration and/or compensation measures.</p> <p>In addition, CVC has undertaken a project to identify a science based integrated, Natural Heritage System for the Credit River Watershed. The primary goals for the Credit River Watershed's natural features, functions and systems; and to protect or enhance the quantity and quality of surface and groundwater for environmental and human uses. The Terrestrial Ecosystem Enhancement Model (TEEM) project was initiated in CVC to develop a Natural Heritage System for the Credit River Watershed. The term "Credit River Watershed" is used in this document as convenient term to refer to the entire CVC jurisdiction. The project Phases are as follows:</p> <p>Phase 1: Characterize existing conditions in the watershed; assess the relative importance of existing natural areas in GIS using a Landscape Scale Analysis;</p> <p>Phase 2: Plan integration of water and terrestrial functions in the Landscape Scale Analysis; consult with stakeholders;</p> <p>Phase 3: Develop criteria, GIS methodology, and mapping for a watershed Natural Heritage System and consult with stakeholders;</p> <p>Phase 4: Finalize the Natural Heritage System, identifying lands for stewardship, protection or restoration following assessments of impacts of increased development or other land uses and climate change. Develop recommended model policies following stakeholder consultation and review of existing policies.</p> <p>Post Phase 4: engage municipal planning authorities to emphasize the effectiveness of existing natural heritage related policies and provide information in updating existing natural heritage system protection strategies in the context of watershed health.</p> <p>Phases 1 and 2 have been completed and area summarized in a report which includes a characterization of the watershed and an assessment of its existing features and functions through a Landscape Scale Analysis. The full technical report (CVC 2011) with accompanying Appendices can be found on the CVC website at: http://www.creditvalleyca.ca/bulletin/resources.htm#natural</p> <p>Phase 3 is currently underway. It includes development of criteria and mapping for the Credit River Watershed Natural Heritage System. It is anticipated that a draft report and mapping will be available towards the end of 2011.</p> <p>The implications of TEEM on the GTA West project is that it will identify areas that are needed for restoration or enhancement as well as existing significant natural features. As your project moves forward into Stage 2, CVC is looking forward to opportunities to integrate the findings of TEEM into the project.</p>	
EX-264	Jun 13-11	City of Vaughan	<p>See EX-264 for a full PDF copy of the report. An excerpt is included below.</p> <p>Attached for your information is Item 11, Report No. 30, of the Committee of the Whole regarding the above-noted matter which was adopted, as amended, by the Council of the City of Vaughan at its meeting of June 7, 2011.</p> <p><i>Report excerpt:</i></p> <p>The Committee of the Whole recommends:</p> <p>1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 31, 2011, be approved; and</p> <p>That the presentation by Mr. Jin Wang, Team Leader, Urban Planning Office, Ministry of Transportation, 777 Bay Street, 30th Floor, Suite 3000, Toronto, M7A 2J8 and Mr. Neil Ahmed, McCormick Rankin Corporation, 2655 North Sheridan Way, Mississauga, L5K 2P8 and Communication C2, presentation material, be received.</p> <p>Recommendation</p> <p>The Commissioner of Engineering and Public Works, in consultation with the Director of Policy Planning and the Director of Legal Services, recommends:</p> <p>1. THAT the presentation from the Ministry of Transportation with respect to the GTA West Corridor Planning and Environmental Assessment Study and draft Transportation Development Strategy be received;</p> <p>2. That Vaughan Council advise the Ministry of Transportation (Ontario) that the City of Vaughan will continue with the planning of lands affected by the GTA West Corridor Route Planning Area while ensuring appropriate secondary and official plan policies for those lands recognize and protect for the GTA West Corridor as it is being defined through the on-going Provincial environmental assessment process;</p> <p>3. That the Minister of Transportation be requested to finalize the GTA West Corridor Planning and Environmental Assessment Stage 1 Study in an</p>	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>expeditious manner and then proceed immediately to initiate Stage 2 of the Environmental Assessment Study for the new corridor;</p> <p>4. That the Ministry of Transportation be requested to work with the City of Vaughan and the Region of York during Stage 2 of the GTA West Corridor Environmental Assessment Study process to expedite the determination of the routing for the GTA West Corridor such that those areas within the GTA West Corridor Study Area which are not required for the new highway can be released for development in accordance with the City's Official Plan as soon as possible;</p> <p>5. That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study; and</p> <p>6. That a copy of this report be forwarded to the Province, Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.</p>	
EX-265	Jul 4-11	City of Vaughan	<p><i>See EX-265 for a full PDF copy of the report comments. An excerpt is included below.</i></p> <p>Attached for your information is Item 39, Report No. 32, of the Committee of the Whole regarding the above-noted matter which was adopted, as amended, by the Council of the City of Vaughan at its meeting of June 28, 2011.</p> <hr/> <p><i>Report excerpt:</i></p> <p>Item 39, Report No. 32, of the Committee of the Whole, which was adopted and amended, by the Council of the City of Vaughan on June 28, 2011, as follows:</p> <p><i>By approving Clauses 1, 3 and 4 of the Committee of the Whole recommendation; and</i></p> <p><i>By approving: That this Council request MTO to provide the City with information supporting the routing of the proposed GTA West Corridor through this Municipality specifically and York Region generally, to ensure that it will follow a route with the least socio/economic and environmental impact and be reflective of the Provincial Framework/Guidelines,</i></p> <p>The Committee of the Whole recommends:</p> <p>1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 31, 2011, be approved;</p> <p>2) That the recommendation contained in the following Communication C5, Member's Resolution submitted by Regional Councillor Schulte, be approved:</p> <p><i>WHEREAS</i>, the Province of Ontario has required municipalities in the Greater Golden Horseshoe including York Region to plan for growth in accordance with the Provincial Growth Plan, and</p> <p><i>WHEREAS</i>, the Province has identified the GTA West Corridor in the Growth Plan as part of the required infrastructure to support growth, and</p> <p><i>WHEREAS</i>, the Ontario Ministry of Transportation is undertaking the multi-staged GTA West Corridor Environmental Assessment study, and</p> <p><i>WHEREAS</i>, MTO has released a draft Transportation Development Strategy Report for public comment as part of Stage 1 of the GTA West Corridor Environmental Assessment study, and</p> <p><i>WHEREAS</i>, Council supports the expeditious completion of the GTA West Corridor Environmental Assessment study, and</p> <p><i>WHEREAS</i>, the proposed GTA West Corridor through the City of Vaughan will bisect the Greenbelt and the Natural Heritage System in Vaughan, encompassing the Purpleville Creek headwaters (endangered red side dace habitat) East Humber River environmentally significant area (ESA #127)/Humber River Cold Creek environmental policy areas; and</p> <p><i>WHEREAS</i>, the GTA West Corridor Environmental Assessment study recognizes that the natural features of this area are important and must be protected, and</p> <p><i>WHEREAS</i>, the Greenbelt Plan policy 4.2,1,2(d) stipulates that "New or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative", and</p> <p>NOW THEREFORE BE IT RESOLVED that Council request MTO to confirm in Stage 2 of the GT A West Corridor Environmental Assessment study that the proposed GT A West Corridor through the City of Vaughan has less socio/environmental negative impacts than an alternative corridor that crosses the Oak Ridges Moraine;</p> <p>3) That the following deputations and communications be received:</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>

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			<p>1. Mr. David Brand, 232 Camlaren Crescent, PO Box 190, Kleinburg, LOJ 1CO and Communication C24, dated June 14, 2011; 2. Mr. Ken Nieuwhof, Kleinburg Area Ratepayers' Association, P.O. Box 202, Kleinburg, LOJ 1CO and Communication C23, dated June 24, 2011; and 3. Mr. Stephen Roberts, Sustainable Vaughan, 143 Vaughan Mills Way, Woodbridge, L4H 1K2; and</p> <p>4) That the following Communications be received: C11 Mr. Antony Niro, Time for Change Vaughan, dated June 13, 2011; and C1G Regional Councillor Schulte, dated June 14, 2011.</p> <p>Council, at its meeting of June 7, 2011, adopted the following (Item 11, Report No. 30):</p> <p>That consideration of this matter be deferred to the Committee of the Whole meeting of June 14, 2011, to permit further consultation.</p> <p>Committee of the Whole recommendation of May 31,2011:</p> <p>1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 31, 2011, be approved; and That the presentation by Mr. Jin Wang, Team Leader, Urban Planning Office, Ministry of Transportation, 777 Bay Street, 30th Floor, Suite 3000, Toronto, M7A 2J8 and Mr. Neil Ahmed, McCormick Rankin Corporation, 2655 North Sheridan Way, Mississauga, L5K 2P8 and Communication C2, presentation material, be received.</p> <p>Report of the Commissioner of Engineering and Public Works, dated May 31, 2011</p> <p>Recommendation</p> <p>The Commissioner of Engineering and Public Works, in consultation with the Director of Policy Planning and the Director of Legal Services, recommends:</p> <p>1. THAT the presentation from the Ministry of Transportation with respect to the GTA West Corridor Planning and Environmental Assessment Study and draft Transportation Development Strategy be received;</p> <p>2. That Vaughan Council advise the Ministry of Transportation (Ontario) that the City of Vaughan will continue with the planning of lands affected by the GT A West Corridor Route Planning Area while ensuring appropriate secondary and official plan policies for those lands recognize and protect for the GTA West Corridor as it is being defined through the on-going Provincial environmental assessment process;</p> <p>3. That the Minister of Transportation be requested to finalize the GTA West Corridor Planning and Environmental Assessment Stage 1 Study in an expeditious manner and then proceed immediately to initiate Stage 2 of the Environmental Assessment Study for the new corridor.</p>	
EX-266	Jul 8-11	City of Guelph	<p>Hi Jin,</p> <p>We were trying to get the comments along with a Council Resolution on the GTA West Development Strategies. Unfortunately, we have not been able to provide a staff report in time to meet the deadline. We will get that done and send the Council resolution in early Fall.</p> <p>Regards, Rajan Philips, M.Sc., P.Eng Manager Transportation Planning & Development Engineering</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>
EX-267	Jul 8-11	Trans-Canada Pipelines Inc.	<p>Dear Neighbour,</p> <p>As a follow up to our letter and information package dated May, 2011, we wanted to take this opportunity to update you on the status of the proposed Parkway Pipeline Project. As you may recall , TransCanada is proposing to build 13.2 kilometres of pipeline which would parallel sections of our existing natural gas pipeline in the cities of Brampton and Vaughan. Preliminary route maps of the two sections of this proposed pipeline are included with this letter for your information.</p> <p>Also, included in this Project Application, are modifications proposed at three compressor stations and one meter station along the existing pipeline in the communities of Bracebridge, Niagara-on-the-Lake, Oro-Medonte and Hamilton. These modifications will allow for the bi-directional flow of natural gas through the pipeline. Initial consultation with provincial and municipal government officials on the proposed project began in February, 2011. In April , we began individual discussions with directly affected landowners followed , in May, with outreach to other potential stakeholders. This outreach included mailing project information, newspaper advertising, meetings, phone calls and emails as well as hosting two public open houses in Vaughan and Brampton. The open houses provided the community with an opportunity to meet with various TransCanada experts and learn more about the proposed Project. It also enabled TransCanada project team members to hear, first hand the questions and concerns of residents.</p> <p>During the open houses and , in the rest of our consultation to date, TransCanada has heard questions about and provided information on:</p> <ul style="list-style-type: none"> • potential effects from construction, and our mitigation plans for those • potential environmental effects of the proposed pipeline and elements of our environmental protection plan (EPP) • the needs driving this proposed facility and the potential alternatives that have been considered • pipeline route alternatives 	<p>Dear Mr. Hoyeck:</p> <p>We received a letter dated July 8, 2011 from TransCanada regarding the update for the TransCanada Proposed Parkway Pipeline Project. It is our understanding that TransCanada is proposing to build 13.2 kilometres of pipeline which would parallel sections of existing natural gas pipeline in the Cities of Brampton (West Section) and Vaughan (East Section).</p> <p>The proposed TransCanada Parkway Project West Section would generally run north-south to the east of Winston Churchill Boulevard between Steeles Avenue and Bovaird Drive and then turn east-west north of Bovaird Drive; while the East Section would generally run east-west between the Maple Compressor Station and Kipling Avenue, south of Kirby Road.</p> <p>The Ontario Ministry of Transportation (MTO) initiated Phase 1 of an Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the <i>Growth Plan for the Greater Golden Horseshoe</i> by providing for the efficient movement of people and goods. The purpose of the Study is to plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better linkages between <i>Urban Growth Centres</i> and urban areas in York Region, Peel Region, Halton Region, as well as the City of Guelph.</p> <p>Through review of relevant planning documents and policies, identification of transportation problems and opportunities within the GTA West Study Area, as well as evaluation of transportation modes using factors in natural environment, land use/social environment, cultural environment, area economy, transportation</p>

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			<p>• TransCanada's pipeline safety and integrity programs and what we do keep our pipeline system safe.</p> <p>Information gathered through our consultation efforts has been considered and integrated into TransCanada's Project Application which we plan to file with our regulator, the National Energy Board (NEB) later this month. The NEB will then post the information on their website (www.neb-one.gc.ca) for public review.</p> <p>The Project Application includes an Environmental and Socio-economic Assessment (ESA) and a Project specific Environmental Protection Plan (EPP) The ESA has been prepared to meet the requirements of the Canadian Environmental Assessment Act (CEAA) and the National Energy Board Act including all regulations and guidelines. The ESA/EPP outline the mitigation strategies TransCanada will implement to avoid or reduce the potential effects of the Project on the environment. Some of these strategies include scheduling of activities to avoid sensitive periods, implementing sediment and erosion control measures to protect watercourses and monitoring activities.</p> <p>TransCanada will be conducting additional field surveys throughout the summer of 2011. The results of the summer 2011 field studies will be filed with the NEB this fall and used to update the EPP with any additional mitigation measures prior to construction. The attached maps outline 'our proposed route for the two sections of the Parkway pipeline in Brampton (West Section) and in Vaughan (East Section). In Brampton, the proposed pipeline parallels TransCanada's existing pipeline route entirely. In Vaughan, the proposed pipeline parallels much of the existing pipeline route, but deviates for approximately 900 metres to run south of an existing subdivision. TransCanada is continuing to investigate the feasibility of paralleling the existing pipeline route in order to ensure the most appropriate route is identified. TransCanada will continue to update and engage the community as we further develop this proposed project.</p> <p>Additional information about the NEB regulatory process can be found on the NEB website. We remain committed to communicating with you about our proposed activities. If you have any questions or comments, please contact the project team at 1.855.336.6075 or email us at parkway@transcanada.com. In addition, you can find project information on the project website www.transcanada.com/parkway.</p> <p>Sincerely, JeanPierre Project Manager Parkway Pipeline project TransCanada</p>	<p>and cost and constructability, a draft Transportation Development Strategy was developed.</p> <p>Elements of the Draft Transportation Development Strategy include:</p> <ul style="list-style-type: none"> • Support the implementation of the Metrolinx RTP and GO 2020 • Optimize use of existing transportation infrastructure through Transportation Demand Management (TDM) and Transportation System Management (TSM) measures in cooperation with Metrolinx • Initiate a region-wide Active Traffic Management Study • Widen selected highways to provide additional capacity including HOV (buses or 2+ occupancy) and multi-modal uses • New transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment • Initiate study to investigate inter-regional transit opportunities linking western urban centres <p>The draft Transportation Development Report, which documents the planning process of the GTA West EA Study to-date, is available for review and download on the study website (www.gta-west.com), on the "Maps and Reports" page.</p> <p>As noted above, part of the GTA West draft Transportation Development Strategy includes a new transportation corridor; it would terminate at Highway 400 in the east, with connection to the Highway 401/407 ETR interchange, as well as a potential connection at Highway 401 in the Town of Milton west of Tremaine Road (subject to confirmation through additional analysis being carried out). A portion of the new transportation corridor would run north-south in west Brampton and would be in close proximity to the Parkway Pipeline Project (West Section).</p> <p>The GTA West Study identified a Preliminary Route Planning Study Area which is a geographic area within with a reasonable range of route alternatives can be generated during next Stage of the EA Study. Through west Brampton, the proposed Parkway Pipeline Project (West Section) is located within the Preliminary Route Planning Study Area. A copy of the Preliminary Route Planning Study Area is attached for your information. Please note that the plan is draft only and is being reviewing internally based on additional analysis being carried out and comments from technical agencies and members of the public.</p> <p>We encourage TransCanada to review the draft Transportation Development Strategy Report and provide input and detailed comment to the contact below:</p> <p>Mr. Neil Ahmed, P. Eng. Consultant Project Manager McCormick Rankin Corporation 2655 North Sheridan Way, Suite 300 Mississauga, ON L5K 2P8 Phone (toll-free): 1-877-522-6916 Fax: 905-823-8503 Email: project_team@gta-west.com</p> <p>Since the TransCanada Parkway Pipeline Project and the GTA West Study share a similar study area through west Brampton, we are proposing a greater level of involvement between the two project teams. Please include Mr. Neil Ahmed, P.Eng., GTA West Study Consultant Project Manager, on your study circulation list.</p> <p>If you have any questions regarding the study, please do not hesitate to contact Mr. Jin Wang, MTO Project Coordinator at (416) 585-7246 or Mr. Neil Ahmed, P. Eng., Consultant Project Manager at (905) 823-8500.</p> <p>Sincerely, The GTA West Project Team</p>
EX-268	Jul 12-11	Township of King	<p>See EX-268 for a full PDF copy of the letter and report comments. Excerpts are included below.</p> <p><i>Letter excerpt:</i></p> <p>Please find enclosed for your information and file, a copy of the extract of C.O.W. Item #2011-165 of the Committee of the Whole Report of June 27th, 2011 and Planning Department Report No: P-2011-28 regarding the GTA West Corridor Environmental Assessment Update.</p> <p><i>Report excerpt:</i></p> <p>Committee considered Planning Department Report Number P-2011-28 to provide an update on the draft GT A West Corridor Environmental Assessment (EA) released by the Ministry of Transportation (MTO) in March 2011 for public review and comment.</p> <p>Committee recommends that Planning Department Report Number P-201128 be received, and the recommendations therein be approved, as</p>	<p>Comments addressed in updated TDS / discussed in subsequent meetings.</p>

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			<p>follows:</p> <p>A. That Planning Report P-2011-28 be received as information.</p> <p>B. That Township staff request the Ministry of Transportation to refine the Preliminary Route Planning Study to take into consideration the boundary of the Nobleton Community Plan and the associated planning approvals.</p> <p>C. That Township staff advise the Region of York of the Township's support of a Regional arterial road extending east of the eastern terminus of the GTA West Corridor.</p> <p>D. That Township staff advise the Ministry of Transportation of the Township's continued support to expedite the Environmental Assessment for the GTA West Corridor.</p> <p>E. Township staff continue to participate and monitor the GTA West Corridor Environmental Assessment and update Council as necessary.</p>	
EX-269	Jul 11-11	City of Brampton	<p>See EX-269 for a full PDF copy of the letter and report comments. An excerpt from the letter is included below.</p> <p><i>Letter excerpt:</i></p> <p>The following recommendation of the Planning, Design and Development Committee Meeting of June 13, 2011 was approved by Council on June 22, 2011:</p> <p>PDD120-2011</p> <ol style="list-style-type: none"> 1. That the report from H. Zbogar, Manager, Long Range Transportation Planning, and D. Kuperman, Transportation Policy Planner, Planning, Design and Development, dated May 18, 2011, to the Planning, Design and Development Committee Meeting of June 13, 2011, re: MTO GTA-West Corridor Environmental Assessment (EA) – Response to Draft Transportation Development (File N01) be received; and, 2. That staff's comments to MTO on the GTA West Corridor EA Transportation Development Strategy, appended to the staff report, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular: <ol style="list-style-type: none"> a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA; b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current state of development and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area; c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible; d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA; e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of highways 410 and 401, extension of Highway 427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements; f) That the area at the north end of Highway 410 in Brampton within the Countryside Villages Secondary Plan (SP 48) be removed from the Preliminary Route Planning Study Area, since Highway 410 has been constructed and the adjacent lands are within an industrial Draft Plan of Subdivision. 3. That staff continue to participate in negotiations to finalize a Memorandum of Understanding with Peel Region, Halton Region, and Town of Halton Hills to implement the HPBATS recommendations, and proceed with development of a work plan to facilitate planning for the Halton-Peel Freeway; and, 4. These comments also be circulated for information to Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx; and, 5. That the delegation of Mr. Jin Wang, Project Coordinator, Ontario Ministry of Transportation and Mr. Neil Ahmed, Project Manager, McCormick Rankin Corporation, to the Planning, Design and Development Committee Meeting of June 13, 2011, re: GTA West Corridor Environmental Assessment Draft Transportation Development Strategy, be received. 	Comments addressed in updated TDS / discussed in subsequent meetings.
EX-270	Jul 19-11	Region of Halton	<p>This will confirm that the Council of the Regional Municipality of Halton, at its meeting held Wednesday, July 13, 2011, adopted the following resolution:</p> <ol style="list-style-type: none"> 1. THAT the comments as set out in Items 1 to 4 to Report No. PW-32- 11ILPS43-11 be endorsed by Regional Council with respect to the Greater Toronto Area West Corridor Environmental Assessment Draft Transportation Development Strategy Report. 	Comments addressed in updated TDS / discussed in subsequent meetings.

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			<p>2. THAT Comment No.5 in Report No. PW-32-IILPS43-11 be amended by deleting the words "provided by the alternative 4-3 elements" in bullet No. 1.</p> <p>3. THAT the following additional comments be included in Comment No.5 and that this revised Comment No.5 be endorsed by Regional Council.</p> <p>"To quote from the 2011-2014 Strategic Plan adopted by Regional Council on June 22, 2011, "the Region's vision is to preserve for the current and future generations a landscape that is rich, diverse, balanced, productive and sustainable and a society that is economically strong, equitable and caring. The Region must plan for communities where urban sprawl is minimized, where infrastructure is maximized, where natural heritage is protected and natural spaces and farmland are preserved. The overall goal is to enhance the quality of life for all people of Halton today and into the future".</p> <p>This vision will be very difficult if not impossible to maintain if alternative 4.3 is approved since the proposed route essentially bisects the agricultural area of Halton Hills, thus fragmenting farms and making the industry much more difficult to sustain.</p> <p>"Through the Sustainable Halton process it was confirmed that a sustainable, economically viable agriculture industry was an essential part of Halton's vision for the future". (Sustainable Halton Phase 3 Agricultural Countryside Strategy, Margaret Walton, Planscape p.1)</p> <p>"Halton is fortunate to have a supply of prime agricultural land, a resource that is limited in Canada. The Region has an obligation to manage this sustainable resource, one that is a major contributor to economic, physical and environmental well-being for the benefit of future generations. Protecting a viable agricultural sector in an urbanizing area will be a challenge. However, it is a challenge that Halton, for the benefit of its current and future residents, must rise to." (Sustainable Halton Phase 3 Agricultural Countryside Strategy, Margaret Walton, Planscape, p. 2)</p> <p>Halton's Official Plan Part III Section 91 states "The goal of the Rural System is to maintain a permanently secure, economically viable <i>agricultural industry</i>, as well as other resources industries, and to preserve the open-space character and land scape heritage of Halton's nonurbanized areas."</p> <p>There is a serious concern that alternative 4.3 will encourage urban sprawl. Measures to protect against urban sprawl were not articulated in the Draft Transportation Development Strategy Report.</p> <p>Alternative 4.3, which bisects the agricultural area south of Georgetown, would pose an extremely serious blow to agricultural sustainability in Halton, would threaten the open-space character and landscape heritage of Halton and is therefore contrary to the goals in the Official Plan and Halton's vision for a sustainable future. For these reasons Halton cannot support alternative route 4.3.</p> <p>Furthermore, in light of the serious impacts that the entire corridor will have on the agricultural industry across the top of the GTA, it is recommended that before the GTA West Transportation Strategy Report is finalized in Stage 1 that an agricultural impact assessment be undertaken that includes the economic, environmental and health impacts to the province as a result of not only the actual highway but also the likely loss of farmland that might reasonably be expected to follow as a result of urbanization pressures."</p> <p>4. THAT Regional Council indicate to the Province that it strongly objects to alternative 4-3 as being unnecessary in the horizon of the Strategy which is 2031.</p> <p>5. THAT the Region of Halton request the Ontario Ministry of Transportation accelerate all of the currently planned works in Halton.</p> <p>6. THAT the Regional Clerk forward a copy of Report No. PW-32-1 IILPS43-11 with this amended recommendation to the Ministry of Transportation, the Greater Toronto Area West Corridor Project Team, the Greater Toronto Area West Task Force, the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville for their information.</p> <p>Enclosed please find a copy of Report No. PW-32-1 /LPS43-11 for your information. Please note that the resolution adopted by Council differs from the staff recommendation in the report.</p> <p>If you have any questions, please do not hesitate to contact Mr. Mitch Zamojc, Commissioner of Public Works or Mr. Mark G. Meneray, Commissioner of Legislative & Planning Services and Corporate Counsel.</p> <p>Sincerely, Kathy Kiehl Acting Deputy Clerk and Supervisor of Council & Committee Services</p>	
EX-273	Jul 20-11	Greenbelt Council	<p>Dear Minister:</p> <p>At the most recent meeting of the Greenbelt Council we heard presentations from the Ontario Road Ecology Group (OREG) and from the Ministry of Transportation (MTO). As we have stressed in previous Letters of Advice (for example those of December 2010, December 2009, and February 2008), we are constantly impressed by the professionalism and high standards of the MTO staff including Patricia Boeckner and Jin Wang who have devoted much time and effort to keeping Council informed about MTO proposals affecting the Greenbelt, and to taking seriously our suggestions when it is in their power to do so. We note with pleasure for example that the latest proposals for the GTA-West transportation corridor eliminate most of the crossings of the Greenbelt that were included as possibilities in earlier proposals, especially limiting the crossing west to Guelph and instead consolidating it with Highway 401, and that public transit options take an increasingly</p>	No response necessary. For information purposes only.

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			<p>high profile with each iteration,</p> <p>Recommendation 1 Council strongly commends the willingness of the MTO to work with groups such as the Ontario Road Ecology Group (OREG) to research ways to make highways more compatible with healthy populations of species-at-risk and of native biodiversity in general. (Please note that John Middleton is both Interim Chair of the Greenbelt Council and Vice-Chair of OREG.). In particular we recommend support for the efforts of the MTO and DREG to explore a long-term BACI (Before, After, Control, Intervention) experiment on a suitable highway project that has the prospect to make Ontario a world leader in th is field, and we look forward to learning more about how the possibility unfolds.</p> <p>Recommendation 2 Council maintains strong reservations about the compatibility of new highways with the integrity of the Greenbelt, in spite of the efforts of MTO staff. We recommend that the apparent conflict between highway building and the Greenbelt's anti-sprawl objective remain a priority point of concern for Government policy.</p> <p>Sincerely, Dr. John Middlelon Interim Chair, Greenbelt Council</p>	
EX-274	Aug 19-11	Town of Caledon	<p>Hi Jin,</p> <p>I hope you have had a good summer so far!</p> <p>If you recall, the Town and MTO had a meeting on May 16, 2011, to discuss the Preliminary Study Area (Study Area) for the GTA West Corridor;the Town raised a number of concerns. One particular concern related to the Study Area boundary through the South Albion Bolton (proposed employment lands) area.</p> <p>As you know, the Town has carved off about 100 acres in the southerly most portion of the proposed employment lands to be identified as an industrial study area whereby development would not occur in this area until the GTA West corridor alignment has been determined. At the May 16 meeting, MTO advised that there may be a need to adjust the 100 acre boundary to include an additional 25-50 acres.</p> <p>One of the follow-up actions of the meeting was for MTO to review the Study Area boundary in this area and advise the Town the area of land impacted (size, location, etc.) by the boundary.</p> <p>Also at the Town of Caledon Council Workshop of July 13, Council directed staff to ensure it receives written confirmation from MTO of the location and size of the Study Area boundary within South Albion Bolton.</p> <p>We have not heard from you.</p> <p>It is important that we receive this information because if changes to the boundary are required, the Town will have to advise the Region of Peel to prepare an amendment to the Town's Region of Peel Official Plan amendment application, particularly Schedule C attachment.</p> <p>Please advise.</p> <p>Thanks.</p> <p>Marisa Williams, RPP, MCIP I Senior Policy Planner Policy and Sustainability Section Development Approval and Planning Policy Department Town of Caledon I 6311 Old Church Road I Caledon ON L7C 1J6</p>	Meeting held Nov 2-11 to discuss comments.
EX-275	Apr 18-11	MPP – Wellington / Halton Hills	<p>Dear Minister:</p> <p>On Friday I received a message from the CAO of the Town of Halton Hills in response to my request for a list of the town's transportation needs and priorities. The list is as follows:</p> <ul style="list-style-type: none"> • Highway 7 <ul style="list-style-type: none"> o Signalization of Highway 7 and 22 Side Road (Not officially endorsed by Council. but is recognized as a need by the local councillors.) o Reduction of posted speed limit on Highway 7. west of Ontario Street (Georgetown) o Intersection Improvements at Highway 7 and 4th Line and 5th Line Oeft turn lanes) • Need for stable long term funding for the connecting link program to allow improvements to the Highway 7 corridor. • Halton Region Transportation Master Plan identifies a need for an alternate route around Acton to deal with goods movement. realignment of Highway 7. • Constant congestion and emergency incidents on Highway 401. resulting in significant bypass traffic on 5 Side Road and Steeles Avenue. <ul style="list-style-type: none"> o Province should consider assisting municipalities with maintenance to offset the deterioration associated with lack of capacity on the Freeway system. o Commit funding to widen Highway 401 through Halton Hills is a priority 	No response nessecary. Comments made in legislature.

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			<ul style="list-style-type: none"> • Halton Peel Boundary Area Transportation Study <ul style="list-style-type: none"> o Provincial commitment to required infrastructure o System of improvements recommended in addition to the north-south corridor, specifically new road links around the Hamlet of Norval to address capacity constraints on Highway 7 particularly in the east-west direction. • Highway 401 / Tremaine interchange <ul style="list-style-type: none"> o The Region is in the process of designing the interchange but is looking to the Province to provide financial support for the project given the anticipated widening of the 401 and the need to reconstruct existing structures over the 401 in the area . 	
EX-276	Jun 23-11	Town of Milton	<p><i>See EX-276 for a full PDF copy of staff report. An excerpt is included below.</i></p> <p>Good Afternoon Jin,</p> <p>Further to my voicemail today around noon, and following further discussion with my Director, I wanted to follow up with an email outlining Milton's intentions for the GTA West Corridor.</p> <p>As you may be aware, a staff report (PD-030-11) was taken to Committee/Council on May 16, 2011. I have attached a copy to this email. While the recommendation simply stated that staff should monitor and provide input into the EA, the body of the report indicated that staff supported the hybrid alternative (of 4-2 and 4-3) as presented at the most recent MAG meeting. However, at this point, <i>the Town has not taken a formal stance on the GTA West Project</i> in order to allow the EA process to provide full recommendations.</p> <p>In the last few weeks since the most recent MAG meeting, I have been speaking with my Director about the issues facing the GTA West EA. Due to the pressure surrounding this EA, Milton staff will be taking a report to the July 18 meeting of Council which will be providing the Town's formal position with regards to this EA. I wanted to let you know that this report was being taken since the formal commenting deadline is June 30, 2011. A copy of this report will be forwarded to you and the project team, as soon as it is available, so that Milton's comments can be included in the record.</p> <p>If you have any questions or comments, please do not hesitate to contact me.</p> <p>Thank you,</p> <p>Stephanie Jarvis, OALA, CSLA, MCIP, RPP, LEED® AP Environmental and Sustainability Planner Planning & Development Department Town of Milton</p> <p><i>Report excerpt:</i></p> <p>RECOMMENDATION:</p> <p>THAT Staff Report No. PD-047-11 be received for information;</p> <p>AND THAT the Town Clerk be directed to advise the Ministry of Transportation that the Town of Milton supports the new east-west corridor as proposed by the Transportation Development Strategy Report that extends west from Highway 400 to the area of the future Highway 401/Tremaine Road interchange (as identified as Alternative 4-3 in Appendix B to report PD-047-11) in order to satisfy the transportation needs of the Town of Milton to beyond 2031;</p> <p>AND THAT the Town Clerk be directed to request the Ministry of Transportation to expedite the initiation of Stage 2 of the GTA-West Transportation Corridor Environmental Assessment (EA), based on the recommendations of the MTO Transportation Development Strategy Report, in order to expedite the advancement of the proposed Alternative 4-3 and the associated Tremaine Road/401 interchange;</p> <p>AND FURTHER THAT the Town Clerk be directed to request the Ministry of Transportation to proceed with the expanded Highway 401 redesign and associated EAs as soon as possible in order to facilitate the Town's ongoing economic development program;</p> <p>AND FURTHER THAT the Town Clerk be directed to send a copy of Report PD-47-011 and its resolutions to the Honourable Kathleen Wynne, Minister of Transportation; the local area MPP's; the Region of Halton; the Town of Halton Hills; the City of Brampton; the Town of Caledon; the Region of Peel; the City of Mississauga; and MTO staff and consultants for the GTA-West project.</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>
EX-277	Jul 19-11	Town of Milton	<p>Good Afternoon Jin,</p> <p>As a follow up to my email from yesterday, Town of Milton Council met yesterday evening with Report PD-047-11 on the agenda. The resolutions as presented in the report <u>did not</u> pass but were verbally amended to read as follows:</p> <p>Verbal Motion-PD-047-11</p> <p>THAT Staff Report No. PD-047-11 be received for information;</p> <p>AND THAT the Town Clerk be directed to advise the Ministry of</p>	<p><i>Comments addressed in updated TDS / discussed in subsequent meetings.</i></p>

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			<p>Transportation that the Town of Milton supports the Region of Halton's Resolution dated July 13, 2011.</p> <p>CARRIED</p> <p>The body of the staff report can still be considered as Milton staff's opinion, however Council voted in favour of supporting the recent Regional resolution from July 13, 2011. As indicated in the resolution, the Town Clerk will be forwarding you a copy of the verbal motions.</p> <p>Should you have any questions or need to discuss this further, please do not hesitate to contact me.</p> <p>Enjoy your day,</p> <p>Stephanie Jarvis, MCIP, RPP, OALA, CSLA, LEED® AP Environmental and Sustainability Planner Planning & Development Department Town of Milton</p>	

** Note: All comments in the "Comments" column have been kept verbatim, as they were submitted to the Project Team.*

**Public Comments and Responses to Draft Transportation
Development Strategy Report (February 2011)**

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Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
EM-240	Apr 5-11	<p>Please accept this letter as our formal objection for a portion of the GT A West Corridor Study Area located at the Hwy 410 extension in Caledon. The proposed Hwy 410 extension includes our lands in the Mayfield West Community. More specifically, [REDACTED]. The [REDACTED] are part of the Mayfield West Community that was adopted in the Regional Official Plan Amendment # 17 (ROPA 17) in December 2005. The Mayfield West Community Plan was approved by the OMB in October 2007.</p> <p>These approvals and comprehensive community planning were all based on the Places to Grow Act implemented by the Province to ensure a balance between vibrant communities, economic prosperity and protection of the environment. Approximately 450 acres of industrial and employment lands were designated within the community. As a result several developers including [REDACTED] made a significant investment in the Mayfield West Community paying market industrial land prices based on these planning approvals. Between Dixie Road and Heart Lake Road alone over \$100 million dollars was invested to acquire approximately 290 acres of designated industrial land.</p> <p>[REDACTED] we have also received conditional Draft Plan approval and the zoning by-law has been drafted permitting both Prestige Industrial and General Industrial uses. In addition, MTO completed the Highway 410 extension in 2009 to Hurontario Street providing the necessary long term link for the future GTA West Corridor.</p> <p>We believe the inclusion of this area on the Preliminary Study Area Map was an error and pre-dates all of the subsequent planning approvals and physical construction of the current Highway 410 extension. It is also worth noting that the proposed route in the study area north of Mayfield Road includes a large woodlot that is governed by TRCA and is designated as a Provincially Sensitive Wetland (PSW) by the MNR.</p> <p>[REDACTED] intends to continue with its planned industrial development with possible servicing and construction commencing in late 2011. The investment put forth by [REDACTED] and others in the Mayfield West Community and specifically between Dixie Road and Heart Lake Road were based on solid planning principals implemented by the Province of Ontario and the construction of the current Highway 410 extension.</p> <p>After consideration of the factors above we trust that the MTO will remove this area from the Preliminary Route Planning Study Area. Please call if you have any questions.</p>	<p><i>Sent March 2-12</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated April 5, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry is carrying out additional analysis and consultation to further examine the recommendations in the Halton area. The work focuses on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work is being carried out over the Fall and Winter and is expected to be completed this Spring. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments from April 2011 and offer the following response. The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure engineering feasibility at key locations, including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Please note that at this stage of the EA process, the GTA West Preliminary Route Planning Study Area represents an area sufficient to allow for the consideration of a reasonable range of alternatives. The subject lands are included in the Preliminary Route Planning Study Area because they provide for a range of alternative ways for connecting a potential GTA West corridor to Highway 410. That range includes the existing Highway 410 / Highway 10 corridor or possibly a new corridor.</p> <p>It is noted that if a new corridor is the preferred solution, it will not be possible to avoid all potential effects however the Preliminary Route Planning Study Area provides the flexibility to develop efficient designs while providing opportunities to minimize impacts to future development areas as well as to the existing natural, cultural and social environment to the extent possible.</p> <p>It is important to recognize that a reasonable range of route connection alternatives is to be carried into the next stage of the environmental assessment process so that the best balanced solution can be found that will serve the transportation needs identified while minimizing the impacts on the natural, socio-economic and cultural environments.</p> <p>We have reviewed and carefully considered your input and concerns over the inclusion of lands in the 410/Mayfield Road area into the GTA West Corridor Preliminary Route Planning Study Area. We have considered a number of options to provide the connection between the new east-west corridor and Highway 410 as an alternative to connecting with the Highway 410 via Highway 10. Based on our review of the constraints presented with respect to natural features, development proposals, built communities, highway geometric design and traffic operations, it is imperative and prudent that a reasonable range of alternatives be included in the Stage 2 EA to fully examine their advantages and disadvantages.</p> <p>As such, consideration will be given to broaden the Preliminary Route Planning Study Area in the Highway 410/Mayfield area so that there would be more opportunities to avoid or minimize effects to planned developments and natural features during the EA Process.</p> <p>We will continue to work with the Town of Caledon and Peel Region to discuss issues associated with the Highway 410 connections. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the preliminary route planning study area for the GTA West Corridor.</p> <p>We have you on our contact list and will ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Mr. Neil Ahmed, P. Eng. Consultant Project Manager McCormick Rankin Corporation</p> <p>cc: Jin Wang – MTO Provincial Planning Office, Joe Perrotta – MTO Provincial Planning Office, Mary Hall – Town of Caledon, Haiqing Xu – Town of Caledon</p>
EM-243	Apr 8-11	<p>We are planning consultants to [REDACTED] in the Town of Caledon. Pursuant to the Town of Caledon's Official Plan</p>	<p><i>Sent March 2-12</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated April 8, 2011. We apologize for the delayed response.</p>

GTA West Corridor EA

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		<p>and Mayfield West Secondary Plan, the majority our clients land has been designated for employment use since 2005, more specifically for prestige and general industrial uses. The remaining portions of the lands are designated as Environmental Policy Areas (EPA).</p> <p>It is our understanding based on our review of the GTA West Corridor Environmental Assessment - Transportation Development Strategy Report ("the EA Report") February 2011 that the Ministry of Transportation (MTO), through their consultants McCormick Rankin Corporation has developed a preliminary route study area for the GTA West Transportation Corridor. As illustrated in Figure 1- Client Lands and Area Official Plan Designations (au verso), part of the preliminary route study area encompasses significant portions of our client's land.</p> <p>More specifically, the portion of the preliminary route planning study area in question, and of great concern to our clients, is generally located between Heart Lake Road and Dixie Road (west to east) and between Mayfield Road and the Humber River (north to south).</p> <p>Based on the study area in question we presume this is intended to create a new north south link to the GTA west corridor in the vicinity of Highway 410. By way of background it is also important to note that in July 2009 MTO, through their consultants, undertook a report titled "Environmental Assessment Corridor Protection Report" to identify upcoming secondary plan areas that may require protection as possible routes for potential transportation corridor lands. Through the review of the land use information, the PPS and other policies, MTO had identified "Areas of Interest" for the potential corridor lands. However, our client's land and the Mayfield West II (MWII) Secondary Plan expansion area to the north of our client's land were not identified as an area of interest.</p> <p>Considering the above, on behalf of our client, we raise our objection to the location of the preliminary route study area with respect to both our clients land and also with respect to the long-term intent for the Mayfield West planning area.</p> <p>Preliminary Route Study Area Criteria The EA Report lists seven criteria that formed the basis of the boundary for the preliminary route study area. From our review of the seven criteria, it would appear that two of them have not been fulfilled in the selection of the subject area of concern.</p> <p><i>1. "Avoid Built Up Areas"</i> Schedule 2 - "Places to Grow Concept" of the Growth Plan for the Greater Golden Horseshoe (2005) ("Places to Grow" or "PtG") identifies the subject area of concern as "Built Up Area - Conceptual" and Designated Greenfield Area - Conceptual". According to PtG, population and employment growth is directed toward built up areas.</p> <p><i>"[PtG] directs growth to built up areas where the capacity exists to best accommodate the expected population and employment growth, while providing strict criteria for settlement area boundary expansions".</i></p> <p>The subject lands have been defined as a built up area by the PtG to support the increase in population as well as the future demand for employment lands in the Greater Golden Horseshoe (GGH). Developing <i>these</i> lands for employment and population growth is fundamental to the Town of Caledon meeting their future employment goals and, by extension, the employment goals of the Region of Peel as set forth in Schedule 3 of PtG. Moreover, at the local and Regional level, these lands have been identified for such uses by way of statutory planning instruments since 2005. Including them within the GTA West corridor study area is inconsistent with the stated criteria of the EA report and also with the long-established planning intent for the subject area of concern.</p> <p><i>2. "Minimize impacts to approved municipal urban expansion areas and approved secondary plans"</i> In December 2005, the boundary expansion for the Mayfield West Community was adopted via Regional Official Plan Amendment # 17 (ROPA 17). Two years later in October of 2007, the Mayfield West Community (Secondary) Plan was approved by the Ontario Municipal Board (OMB). Moreover, the Town of</p>	<p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry is carrying out additional analysis and consultation to further examine the recommendations in the Halton area. The work focuses on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work is being carried out over the Fall and Winter and is expected to be completed this Spring. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments from April 2011 and offer the following response. The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p><u>Overview of Corridor Protection and Development Issues Report</u></p> <p>With respect to your comments on the "Environmental Assessment Corridor Protection Report," please note that the Overview of Corridor Protection and Development Issues Paper (its true name) was issued publically as a draft in June 2009 in order to capture the land development pressures and implications for transportation opportunities in the GTA West Preliminary Study Area.</p> <p>The Ministry of Transportation (MTO) has been working with the Ministry of Municipal Affairs and Housing (MMAH), the Ministry of Energy and Ministry of Infrastructure (formerly the Ministry of Energy and Infrastructure (MEI)) and area municipalities to retain corridor opportunities while the EA Study is being completed. This has led to the early identification of strategic locations that are under development pressure - called "Areas of Interest".</p> <p>The "Areas of Interest", developed in the early stages of this study, do not limit the consideration of reasonable transportation alternatives as the study moves forward.</p> <p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>With respect to your comments on the application of the criteria used to generate the Preliminary Route Planning Study Area please note the following:</p> <ul style="list-style-type: none"> • "Avoid Built Up Areas" – The definition for this application was lands associated with urban areas that have already been built on. However, we have also reviewed the Built Boundary outlined in the Growth Plan (Section 3, Page 40 - 'Built Boundary for the Region of Peel') and note that the subject lands are not defined as a built-up area. • "Minimize impacts to approved municipal urban expansion areas and approved secondary plans" – Please note that at this stage of the EA process, the GTA West Preliminary Route Planning Study Area represents an area sufficient to allow for the consideration of a reasonable range of alternatives in the next stage of the environmental assessment process so that the best balanced solution can be found that will serve the transportation needs identified while minimizing the impacts on the natural, socio-economic and cultural environments. <p>We have reviewed and carefully considered your input and concerns over the inclusion of lands in the 410/Mayfield Road area into the GTA West Corridor Preliminary Route Planning Study Area. We have considered a number of options to provide the connection between the new east-west corridor and Highway 410 as an alternative to connecting with the Highway 410 via Highway 10. Based on our review of the constraints presented with respect to natural features, development proposals, built communities, highway geometric design and traffic operations, it is imperative and prudent that a reasonable range of alternatives be included in the Stage 2 EA to fully examine their advantages and disadvantages.</p> <p>As such, consideration will be given to broaden the Preliminary Route Planning Study Area in the Highway 410/Mayfield area so that there would be more opportunities to avoid or minimize effects to planned developments and natural features during the EA Process.</p> <p>We will continue to work with the Town of Caledon and Peel Region to discuss issues associated with the Highway 410 connections. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the Preliminary Route Planning Study Area for the GTA West Corridor.</p> <p><u>Provincial Policy Statement (PPS) and Places to Grow (PtG)</u></p> <p>The Ministry of Transportation (MTO) is well familiar with the Provincial Policy Statement (PPS).</p> <p>We agree that the policies and instructions in the PPS and Growth Plan must be considered comprehensively. That is why the GTA West Corridor Study has considered the policy framework of the PPS, Greenbelt Plan and Growth Plan throughout the study process. Section of 1.7 of the above referenced TDS provides a brief overview of these policies. Many of the policies you cited have been incorporated in our study process.</p> <p>In addition, we would like to point out that both the PPS and the Growth Plan for the Greater Golden Horseshoe provide policy directions to plan for and protect transportation corridors for current and future needs. Specifically, PPS 1.6.6.1 states that planning authorities shall plan for and protect corridors and right-of-way for transportation, transit and infrastructure facilities to meet current and projected needs. Policy 3.2.2a of the Growth Plan requires that in planning for the development for transportation corridors, the Ministers of Public Infrastructure Renewal (now the Ministry of Infrastructure) and Transportation, along with municipalities, ensure that corridors are identified and protected to meet current and projected needs for various travel modes.</p> <p>We have you on our contact list and will ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project</p>

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		<p>Caledon in 2010, also endorsed a preferred land use scenario for the Mayfield West Phase II Secondary Plan (MWII) area. Representing a logical expansion to the existing employment land boundary, MWII proposes to add approximately 76 hectares of new employment land between Heart Lake Road and Dixie Road, south of the Humber River.</p> <p>Impacting over 200 hectares of existing designated and expansion employment lands, the proposed route study area is inconsistent with the stated criteria of the EA report and also with the long-established planning intent for the subject area of concern.</p> <p>The Provincial Policy Statement (PPS) and PtG While we acknowledge the transportation and infrastructure policy basis articulated by PPS and PtG as discussed in Section 1.7 of the EA report, these instruments must be considered comprehensively, and in their entirety when considering land use planning matters. With the inclusion of the subject area of concern in the preliminary route study area we question the fulsomeness of this review in the EA report.</p> <p>Policy 1.6.6.4 of the PPS provides that: <i>"When planning for corridors and rights-of-way for significant transportation and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources."</i></p> <p>Applicable to the subject area of concern, Policy 2.1.1 of the PPS provides that: <i>"Natural features and areas shall be protected for the long term."</i></p> <p>Policy 2.1.3 of the PPS requires that: <i>"Development and site alteration shall not be permitted in . . . significant wetlands ..."</i></p> <p>Within the subject area of concern there are numerous natural features and wetlands. Figure 2 -Environmental Features (au verso) illustrates the extent of natural heritage features including:</p> <ul style="list-style-type: none"> i. Two substantial woodlots. One approximately 55 ha in size, the other approximately 19 ha. ii. Two Provincially Significant Wetlands ("PSW"s). One approximately 4 ha in size, the other approximately 14 ha. iii. The Humber River Valley corridor - a component of the Greenbelt Plan's Natural Heritage System - crosses the full extent of the subject area of concern. The EA Report notes that; <i>"[t]here are several key natural environmental features and systems within the GTA West study area, including the Humber River, Credit River, and designated areas such as the Greenbelt Plan area and the Niagara Escarpment. . . It is recognized that the natural features of this area are important and must be protected"</i>. <p>Considering the scale and geographic dispersion of the natural heritage features in this area we fail to see how it would be possible to achieve a 170m wide 400-series highway corridor in the subject area of concern that doesn't either (a) impact one or more of these natural heritage features or (b) in an effort to avoid same, substantially adversely impacts the designated and planned employment lands of the Town of Caledon.</p> <p>The EA Report in Section 1.7.2 further states that <i>"the Growth Plan includes transportation policies to support growth and increased needs for moving people and goods"</i>. However, both PPS and the PtG also states in order to support growth, employment lands need to be protected and made available for current and future uses.</p> <p>Policy 1 .3.1 of the PPS states that: <i>1.3.1 Planning authorities shall promote economic development and competitiveness by:</i> c) <i>planning for, protecting and preserving employment areas for current and future uses;</i></p> <p>Similarly, Policy 2.2.6 of PtG states that: <i>2. Municipalities will promote economic development and competitiveness by -</i></p>	<p>Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Mr. Neil Ahmed, P. Eng. Consultant Project Manager McCormick Rankin Corporation</p> <p>cc: Jin Wang – MTO Provincial Planning Office Joe Perrotta – MTO Provincial Planning Office Mary Hall – Town of Caledon Haiqing Xu – Town of Caledon</p>

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		<p>c) <i>planning for, protecting and preserving employment areas for current and future uses.</i></p> <p>Considering the policies above, the preliminary route study area has been situated on a large part of the Town of Caledon's designated and planned future employment lands. The Town of Caledon through the Mayfield West Secondary Plan has provided a range of suitable sites for employment uses (our clients' land being one of them), which supports a wide range of economic activities. The Mayfield West Phase II planning process proposes additional employment lands, which will enable the Town to meet its identified employment land needs and, by extension, the employment targets assigned to the Region of Peel through Schedule 3 of PtG. In our view, including these lands within the preliminary route study area is inconsistent with PPS and PtG and contrary to the Town and Region's vision for the Mayfield West Secondary Plan area endorsed by previous Provincial approvals.</p> <p>Status of Planning Approvals As previously mentioned, ROPA 17 for the Mayfield West Community (Phase 1) was approved by the Region of Peel in 2005 and the Mayfield West Secondary Plan was subsequently approved by the OMS in 2007. On the basis that these designations were in place, final and approved, our clients acquired 85 ha of land in 2008.</p> <p>Since that time, our clients have moved forward with the necessary applications, including draft plan of subdivision and zoning bylaw amendments, necessary to develop these lands for their designated purpose [REDACTED]</p> <p>In essence, after 3 years, these applications are at the cusp of approval and will implement the long-standing designations applicable to the lands. It is our clients' intention to pre-service these lands in the fall of 2011 and begin constructing employment uses in the spring of 2012. In consideration of the foregoing, we respectfully request that the Province reevaluate and reconsider the location of the preliminary route study area with respect to our clients' lands and terminate the route study area on the north side of the Humber River.</p> <p>Should you have any questions or concerns regarding the above comments please do not hesitate to contact the undersigned.</p>	
EM-246	Apr 19-11	<p>See EM-246 attachments</p> <p>Neil,</p> <p>We are the planning consultants for the [REDACTED] who own lands in Mayfield West (Town of Caledon). The Town of Caledon is currently preparing a Secondary Plan (Mayfield West Phase 2) and a preferred land use scenario has been selected for the lands south of Etobicoke Creek, north of Mayfield Road, between Highway #10 and Chincouacousy Road. As part of the selection of the preferred scenario, the Town studied a wider tract of land up to Old School Road to the north and Dixie Road to the east.</p> <p>On behalf of our landowner group, we have been monitoring the GT A West Corridor Study and we were very surprised to see in the recently released Draft Transportation Development Strategy Report that the majority of our group's lands have been included in the "Preliminary Route Planning Study Area". MTO staff have been well informed and directly involved with the Mayfield West Phase 2 Secondary Plan process. It is disappointing that despite MTO's knowledge and participation in the Mayfield West 2 Secondary Plan process, these lands are included within the corridor study area.</p> <p>Regional Official Plan Amendment 24 and Town of Caledon Official Plan Amendment 226 are Provincial conformity Official Plan Amendments that are currently before the Ontario Municipal Board. Both of these Official Plan</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated April 19, 2011. We apologize for the delayed response. In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (the "Strategy") Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p>

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		<p>Amendments provide for additional employment and population allocations to the Town of Caledon and Mayfield West to facilitate the Mayfield West Phase 2 Secondary Plan.</p> <p>On August 10th 2010 Town of Caledon Council endorsed a "Preferred Land Use Scenario" for the Mayfield West Phase 2 Secondary Plan (see attached) which established the Phase 2 land area, and the desired land uses to be planned for in Mayfield West. Since that time, the Mayfield West Phase 2 Secondary Plan has been progressing and we continue to work closely with Town staff and their consultants. [REDACTED] Planning for these lands is certainly well advanced as we are entering the final phase of the work program for the Secondary Plan.</p> <p>We understand that the GTA West project team will be meeting with Town of Caledon staff on April 20th 2011 to discuss the draft report and proposed study area. We have provided this letter to Caledon Council and Town staff and believe that our position is consistent with the position of the Town. Recently at the April 12th Caledon Council workshop, Town Council indicated to Jin Wang (MTO) and Mike Bricks of your office that the GTA West study needed to recognize Caledon's ongoing planning studies including Mayfield West Phase 2 and that the proposed study area boundary should be revised to reflect this.</p> <p>As part of our comments on this draft report we have asked our group's Environmental [REDACTED] and Transportation [REDACTED] consultants to review and prepare comments on the proposed study area. We have attached their memos as part of our submission to you. We believe that their analysis and findings support our position and the Town of Caledon's position that the Mayfield West Phase 2 lands should not be included within the proposed study area boundary.</p> <p>We would be pleased to meet with yourself and MTO staff to discuss our comments and the Mayfield West Phase 2 Secondary Plan process in further detail.</p>	<p>Based on input received from property owners and the municipalities in the area, we will consider modifying the Preliminary Route Planning Study Area boundary north of Mayfield Road and east of Chinguacousy Road, still enabling for a range of alternative routes to be considered in Stage 2. Input and comments with respect to the Preliminary Route Planning Study Area throughout the corridor will continue to be reviewed and considered by the Project Team and modifications to the study area will be documented and provided in the final Strategy report.</p> <p>We will continue to work with Town of Caledon to discuss issues associated with the Highway 410 connections. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the preliminary route planning study area for the GTA West Corridor.</p> <p>We have you on our contact list and will ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>
EM-252	May 9-11	<p>Dear Team</p> <p>Thank you for your responses to my comments.</p> <p>I understand and appreciate that care will be taken regarding the route through sensitive areas. However, you did not comment on my point that just south of King (in Vaughan) there are several areas already slated for development (i.e. shown in white). Why are these areas not better suited for the corridor than the area just north of this in King that makes up the largest contiguous Green Belt area in the entire study? You have not made it clear why the route area of study has been moved northward into King.</p> <p>If Kleinburg and every other community is being bypassed (as they should be), why is the study area now so close to Nobleton...the least developed of all the communities? This historic village is also already bisected by two major regional roads. Other communities already have bypasses, but not Nobleton. Locating the corridor so close to this tiny village will further destroy it. I also still do not understand why the west corridor study area contains lands located east of Hwy 400. I had understood that the corridor would link 400 westward.</p> <p>Many thanks for your continuing assistance. I know that you must receive many conflicting requests and comments and appreciate your responses to me. Hope you are enjoying the fine weather!</p> <p>Thank you again, Sincerely, [REDACTED]</p>	<p><i>The below is also a response to additional comments sent in via EM-279. See EM-279 to review the additional comments. Sent Nov 21-11</i></p> <p>Dear [REDACTED]</p> <p>Thank you for your interest in this study and for submitting your email comments on May 9, 2011 and June 3, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Preliminary Route Planning Study Area in the Draft Transportation Development Strategy (TDS) Report was mistakenly shown as extending into the designated residential lands south of Nobleton. This mapping error will be corrected in the updated TDS. Input and comments with respect to the Preliminary Route Planning Study Area throughout the corridor will continue to be reviewed and considered by the Project Team and modifications to the study area will be documented and provided in the final Strategy report.</p> <p>A new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley which runs north to south through the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 of the EA (Route Planning and Preliminary Design). MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. A small portion of land east of Highway 400 has been included in the Preliminary Route Planning Study Area in order to accommodate an interchange between Highway 400 and the</p>

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			<p>GTA West corridor.</p> <p>Please be advised that MTO and York Region are coordinating between the GTA West Corridor Study and the Region's Mid-York east-west Transportation Improvements Study.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-253	May 9-11	<p>Dear Sir:</p> <p>This firm is the planning consultant to the [REDACTED] Town of Caledon. Enclosed please find our submission on behalf of [REDACTED] which identifies serious issues with respect to the latest route planning study area outlined in the February 2011 draft Strategy Report and in particular the southerly extension proposed to connect the GTA West corridor to Highway 410 at Mayfield Rd. We are very concerned that the very recent inclusion of this area in the proposed route planning study area could have a very significant financial impact upon the approved planning and development program for the Mayfield West community.</p> <p>We request that the route planning study area be reconsidered having regard for the issues raised in the submission. We would be pleased to respond to any questions or comments you may have with respect to our submission.</p> <p>Yours truly, [REDACTED]</p> <p>This letter is written on behalf of the [REDACTED] which represents landowners within the Mayfield West Secondary Plan – OPA 208 area of the Town of Caledon. The [REDACTED] is very concerned with respect to the most recent Preliminary Route Planning Study Area defined in the <u>Draft Transportation Development Strategy Report</u>, February 2011. The study area now includes a large portion of designated employment lands established in the Mayfield West Community Plan. The area of concern is indicated on Figure 1 below.</p> <p>Mayfield West Community Plan Conflicts The Mayfield West Community Plan (OPA 208) (Figure 2) comprises approximately 408 ha. and provides for the development of a substantial community including 9,000 people, a mixed use village centre and an employment area of approximately 190 ha. The area is the subject of current development activity and considerable private investment has been undertaken in terms of land, consulting and built infrastructure to support the community. In addition planning approvals and applications for subdivision and zoning amendment have been approved or are under active review by the Town. As part of the community development programme a Municipal Financial Agreement, Development Charge Credit Agreement and Parkland Dedication agreement has been executed between the Town and the Developers' Group. The Town has also included significant development charge projects within the geographic area of the Secondary Plan to support from a capital point of view, the full development of the area in the long term. These matters would be significantly compromised if portions of the designated employment lands were either delayed from development or ultimately precluded from development.</p> <p>Previous Highway 410 Extension Consideration During the planning stage of the Mayfield West Community Plan (OPA 208) considerable consultation occurred with the Ministry of Transportation. In particular the planned and approved alignment of Highway 410 was revisited in</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated May 9, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (the Strategy) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Please note that at this stage of the EA process, the GTA West Preliminary Route Planning Study Area represents an area sufficient to allow for the consideration of a reasonable range of alternatives. The subject lands are included in the Preliminary Route Planning Study Area because they provide for a range of alternative ways for connecting a potential GTA West corridor to Highway 410. That range includes the existing Highway 410/Highway 10 corridor or possibly a new corridor.</p> <p>It is noted that if a new corridor is the preferred solution, it will not be possible to avoid all potential effects however the Preliminary Route Planning Study Area provides the flexibility to develop efficient designs while providing opportunities to minimize impacts to future development areas as well as to the existing natural, cultural and social environment to the extent possible.</p> <p>It is important to recognize that a reasonable range of route connection alternatives be carried into the next stage of the environmental assessment process so that the best balanced solution can be found that will serve the transportation needs identified while minimize the impacts on the natural, socio-economic and cultural environments.</p> <p>We have reviewed and carefully considered your input and concerns over the inclusion of lands in the 410/Mayfield Road area into the GTA West Corridor Preliminary Route Planning Study Area. We have looked at a number of options to provide the connection between the new corridor and Highway 410 as an alternative to the existing 410 and Highway. Based on our review of the constraints presented with respect to natural features, development proposals, built communities, highway geometric design and traffic operations, it is imperative and prudent that a reasonable range of alternatives be included in the Stage 2 EA to fully examine their advantages and disadvantages.</p> <p>As such, consideration will be given to broaden the Preliminary Route Planning Study Area in the Highway 410/Mafield area so that there would be more opportunities to avoid or minimize effects to planned developments and natural features during the EA Process.</p> <p>We will continue to work with Town of Caledon to discuss issues associated with the Highway 410 connections. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the preliminary route planning study area for the GTA West Corridor.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p>

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		<p>2005 specifically to consider the northerly option which the current Route Planning Study area appears to contemplate. Caledon Staff report PD 2005-78 included letters from the Chairman of Peel Region and the Mayor of Brampton with respect to the approved alignment. The report states as follows:</p> <p>In a letter dated August 2, 2005 (see Attachment 3), the Chair of the Region of Peel advised the Minister of Transportation that the Region could not support any reconsideration of the Highway 410 alignment. In his letter, the Chair said "...strongly reaffirm(ed) Peel Region's position that Highway 410 needs to be extended as planned and without further delay...". In the letter, the Chair said that he supports the development and implementation of "suitable mitigation measures to minimize impacts on the Valleywood community, making sure that they do not delay the project."</p> <p>In a letter dated August 17, 2005 (see Attachment 4), the Mayor of the City of Brampton advised the Minister of Transportation that the City of Brampton could not support any reconsideration of the Highway 410 alignment. In her letter, the Mayor affirmed the position of the City of Brampton that Highway 410 should be extended as planned in a timely manner.</p> <p>Based on the approved alignment, the Highway 410 extension including bridges and interchanges was constructed and has been open to traffic for approximately two years. The Town, through its Development Charge program has also provided funds to the Province to fund and build 410 bridges at a width necessary to support the planned development of the area.</p> <p>The Town of Caledon gave subsequent consideration to protecting a northerly 410 alignment option in the fall of 2010 as part of the consideration of an interim control bylaw. Council determined not to support such an initiative. The staff report (LS 2010-035) included the following summary:</p> <p>REPORT HIGHLIGHTS</p> <ul style="list-style-type: none"> - Transportation impact studies have been undertaken and are underway to support the Town's planning initiatives in Mayfield West. These studies ensure that the growth being planned in the Mayfield West community will be served by a well planned and efficient transportation network. - The Caledon Area Transportation Needs Study Update (CATSU) report did not identify transportation capacity deficiencies in the area addressed in the Notice of Motion and did not, therefore, recommend initiating a study to assess the need for a new north-south regional/local arterial road mid-concession between Heart Lake Road and Dixie Road. - In the context of the ongoing Provincial Planning and Environmental Assessment Study process for the GTA West Transportation Corridor, the Ontario Ministry of Transportation are studying the inter-regional transportation needs between Highway 400 and Guelph, including the requirements for appropriate north-south transportation linkages between Highway 410 and a potential GTA West Transportation Corridor. - An interim control by-law as suggested by Resolution 2010-454 can not be validly enacted pursuant to the provisions of the Planning Act, and other applicable law. - Interim control by-laws are an extraordinary municipal power, infrequently used, because they freeze development rights. It is predicted that the proposed interim control by-law will be contested at the Ontario Municipal Board and/or in the Superior Court of Justice if enacted by those whose properties are the subject of such a development freeze. - The "Mayfield West Industrial Subdivision" (Heart Lake Road Inc., Heart Lake Portfolio Inc., ProLogis Canada Incorporated and Gerald Spence Henry) will be frozen by the enactment of the proposed interim control by-law. - If development in the area is frozen, the collection of payments from "Mayfield West Industrial Subdivision" and other potential developers in the area would be delayed. Payments include cash-in-lieu of parkland, fiscal impact mitigation payments, development charges, building permit revenues, Planning & Development fees, Legal fees, Public Works & Engineering fees. There would also be a delay in the Town's collection of incremental property tax revenues. 	<p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial Planning Office</p>

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		<p>Staff report LS 2010-035 also examined the financial impact to the Town and provided the following observations:</p> <p>“Development Charges Credit Agreement (DCCA)</p> <p>On 6 July 2010 Council passed Resolution 2010-432 requiring IBI Group (the “Mayfield West Industrial Subdivision development”) to sign the DCCA, pursuant to By-law 2009-099, prior to the issuance of draft approval of their development. As the Mayfield West Industrial Subdivision development is within the area of the proposed interim control by-law, its development would be frozen. As such, it can be expected that Mayfield West Industrial Subdivision will not sign the DCCA while the interim control by-law is in effect. As a consequence of Mayfield West Industrial Subdivision not signing the DCCA, the Town will be unable to immediately collect either cash-in-lieu of parkland, under the Parkland Dedication Agreement, or financial mitigation payments, under the Master Financial Agreement. Other financial implications for the Town by “freezing” development in this area are likely a delayed collection of the following:</p> <ul style="list-style-type: none"> - Development Charges for growth-related capital infrastructure; - Building Permit revenues; - Development related fees in the Planning & Development, Legal Services and Public Works & Engineering department; and - Incremental property tax revenues after the developments are completed and added to the tax rolls. “ <p>Significant Development Commitments in Area Within the Mayfield West Community Plan area significant development activity has been ongoing. Draft plan applications have been filed since 2008 on the majority of the residential and employment lands in the community. To date over 580 units are in registered plans of subdivision and over 350 of these homes will have families living in the area by the summer of 2011 just west of Heart Lake Road and the study area extension being shown in the report. These residents are located just east of the newly identified study area expansion between Heart Lake Road and Kennedy Road north of Hwy. 410 and should be specifically informed of any highway initiatives in the area.</p> <p>In response to the planning approvals granted, the Town in 2009 amended its development charges by-laws to include over \$43 million in development charge works to be spent in this secondary plan area for parks and road projects. These costs were to be spread over the entirety of the secondary plan area including the employment area. The suggestion that a significant area of employment lands between Heart Lake Road and Dixie Road would be removed from development or delayed from development due to the study area inclusion would significantly impact the ability to generate the development charges to fund and complete the infrastructure projects for the area. Approximately half of the total development charge works are planned for the area between Heart Lake Road and Dixie Rd. being the area specifically impacted by the study area.</p> <p>The land owners and the Town had collaborated in 2007 and 2008 to enhance the 410 bridges that connect the secondary plan to the south via the investment of over \$2.5 million in bridge expansion /widening projects in anticipation of the build out of the secondary plan area which is projected to contain over 6 million sq ft of industrial development on the employment lands. The expenditure of these funds was done on the understanding that all the employment lands between Dixie Road and Heart Lake Road would be developed.</p> <p>In addition there are east west collector roads that have been planned and partially built between the res and industrial portions of the secondary plan that would be impacted by the extension of the study area. Overall various land use planning and financial agreements have been entered into between the landowners and the Town predicated on the full development of the lands and the expectation of the provision of homes, industrial development, parkland, schools, community centres, and infrastructure.</p> <p>Mayfield West Phase II Conflicts The Town of Caledon has been undertaking a significant secondary planning study to expand Mayfield West as part of the Town’s “Tri-nodal” growth strategy. The study has been underway for approximately two years. Figure 3 below is</p>	

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		<p>the Preferred Land Use Plan endorsed by Council in August 2010. Town staff is proceeding to finalize a draft Secondary Plan based upon this concept. The Preferred Land Use Plan provides for the expansion the existing designated Employment Area and proposes an environmental link between the west branch of the Humber River and the existing woodlot protected under the current planning documents. A northerly expansion of Highway 410 would significantly disrupt this important expansion to the Town's employment lands.</p> <p>Specific Site Conflicts Consideration of any form of northerly extension of Highway 410 from Bovaird Dr. is further complicated by both the alignment of the 410 / Bovaird Dr. interchange and natural features in the area including a Provincially Significant wetland. Figure 4 below is an aerial photo showing the interchange of Hwy. 410 and Bovaird Dr. and in particular the horizontal radius forming the interchange design. Providing for a northerly extension will be very difficult without requiring the complete reconstruction of the recently built interchange. Figure 4 also identifies a large woodlot which includes the significant wetland and the west branch of the Humber River which would be significantly impacted by any road extension. Current planning documents have identified the woodlot/wetland for preservation which is secured through the financial agreements with the Town. A northerly road extension will likely require the complete destruction of this feature.</p> <p>Kennedy Rd. / Highway 410 Interchange Opportunity Finally the transportation planning for Mayfield West includes lands reserved for a future potential partial interchange at Hwy.410 and Kennedy Rd. Figure 5 below is RegistePlan 43M-1800. Block 201 in the south west corner of the Plan has been conveyed to the Town of Caledon to be held for a potential future partial interchange with Kennedy Rd. This has the potential to increase the accessibility to Highway 410 in the immediate area although the source of funding is not yet determined.</p> <p>The Mayfield West Secondary Plan, OPA 208 provides as follows:</p> <p>7.12.16.6.1 A potential future partial interchange will be protected for, through the planning process, at the intersection of Highway 410 and Kennedy Road. An environmental assessment study will be required to determine, among other things, need and justification, social and economic benefits/impacts, operational and safety implications, and environmental impacts associated with the partial interchange.</p> <p>The provision of this interchange may be an element which the Draft Transportation Development Strategy should include in its list of potential road improvement options.</p> <p>Summary This submission outlines reasons for the Route Planning Study Area dated February 2011 to be reconsidered within the Mayfield West area of the Town of Caledon. Specifically the study area should be amended to delete the southerly extension of the study area to Bovaird Dr. and rather maintain the alignment north of the Humber River tributary. We believe that inclusion of the southerly extension of the study area is inconsistent with the route planning criteria to avoid built up areas and is not consistent with the Provincial Policy Statement with respect to the protection of natural features, not permitting development in wetlands and protecting and preserving employment areas.</p> <p>Should the study area be maintained then any route consideration within the subject area examined in this submission should be rejected for the reasons noted herein. The transportation report should however be expanded include consideration of the establishment of the Kennedy Rd. / Highway 410 interchange as a potential road improvement. This would be consistent with the Town of Caledon Mayfield West Community Plan OPA 208.</p> <p>Thank you for your consideration of these matters. We would be pleased to have the opportunity to meet with you to discuss in more detail the matters raised herein. In addition, would you please notify this firm of any future reports or public meetings.</p>	

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EX-244	May 5-11	<p>Please find attached a copy of the Status Report on secondary planning for the Highway 427 Industrial Secondary Plan (Area 47), that will be presented to the City of Brampton's Planning Design and Development Committee meeting of May 9, 2011.</p> <p>The meeting agenda and the report can also be accessed through the following link to the City's web site: http://www.brampton.ca/en/City-Hall/meetings-agendas/PDD%20Committee%202010/20110509pdd_Ag.pdf</p> <p>Please review and provide written comments, if any, by May 31, 2011.</p> <p>Thank you</p>	<p><i>No response required.</i></p>
EM-261	May 30-11	<p>██████████ represents ██████████</p> <p>██████████ in the Town of Caledon per the enclosed attachment. We have taken the opportunity to review the February 2011 report document which selects the GTA West Corridor Preliminary Study Area and provide the following comments at this time.</p> <p>The selection of the preliminary study area does not recognize the ongoing study process and area for the Mayfield West Community. It would be appropriate for the EA to further consider inclusion of additional lands further north of the Mayfield West area in order to allow a greater opportunity for a transportation corridor not be required within any of the Mayfield West Study area. In doing so, public interests will be better served through the minimization of potential impacts to the natural heritage system within the Mayfield West Study area as well as to facilitate the prevention of further community division by significant transportation infrastructure. The community is currently divided by the Highway 410. An additional Highway such as the GTA west corridor traversing the study area will further fragment the community and its land use planning opportunities.</p> <p>Please ensure that we are included as part of your mailing list for all future notifications respecting this process.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study and for submitting your comments.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (the ``Strategy``) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Based on input received from property owners and the municipalities in the area, we will consider modifying the Preliminary Route Planning Study Area boundary north of Mayfield Road and east of Chinguacousy Road, still enabling for a range of alternative routes to be considered in Stage 2. Input and comments with respect to the Preliminary Route Planning Study Area throughout the corridor will continue to be reviewed and considered by the Project Team and modifications to the study area will be documented and provided in the final Strategy report.</p> <p>We will continue to work with Town of Caledon to discuss issues associated with the Highway 410 connections. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the preliminary route planning study area for the GTA West Corridor.</p> <p>We have you on our contact list and will ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Sincerely, The GTA West Project Team</p>
LT-34	May 12-11	<p>See LT-34.</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study, for your letter dated May 12, 2011 and for your comments following our meeting. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p>

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			<p>The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>The Preliminary Route Planning Study Area in the Draft Transportation Development Strategy (TDS) Report was mistakenly shown with a minor shift to the north in the North Kleinburg-Nashville Secondary Plan area, although this error will not substantially change the potential inclusion of the subject lands inside the study area. On the basis of further review and consideration of comments received from land owners / representatives and municipal staff, adjustments to the current Preliminary Route Planning Area are planned to respond to input received and to better align with key constraints including built area and approved planning area boundaries. This may refine the study area limits in the subject area. It is now likely that additional development lands to the south of the earlier boundary in the subject lands may be included to permit better opportunities in this complex area. That updated study area will not be available until Spring 2012 when the Transportation Development Strategy is finalized and released for public review.</p> <p>Stage 2 of the EA (Route Planning and Preliminary Design) will involve comprehensive data collection, the generation, and evaluation of various route alternatives and consultation with area stakeholders. This will lead to the selection of the preferred route for the corridor and the preliminary design of that route. Upon completion of Stage 2 of the EA, the preferred alignment and right-of-way requirements for the new corridor will be determined. Similar to Stage 1, extensive consultation with all stakeholders will occur during Stage 2 of the EA to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives.</p> <p>With respect to your May submission, we have reviewed the content and suggestion that you have made regarding the crossing of the Humber River that is near your subject property. While we appreciate that your additional investigations as provided to us assist in determining the possible alternatives that should be considered, all reasonable crossing alternatives of the Humber River need to be included for consideration in the Stage 2 EA process that is still to be initiated. The alternatives you provided for a crossing are indeed short and do not impact your subject lands however the aspect of shortened crossing length is only one of a number of factors that will need to be considered in the selection of a preferred alternative. The selection will also need to consider other local influences such as the connection to an extension of Highway 427, an alignment that does not impact the Hydro One tower corridor and that accommodates the CP Rail corridor, among other things.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly, McCORMICK RANKIN CORPORATION Neil Ahmed, P. Eng. Senior Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>
EM-264	Jun 1-11	<p>Attention: Neil Ahmed, McCormick, Rankin</p> <p>We live [REDACTED]. We are greatly concerned to read that for the next five to seven years as per Rick Bonnette's letter of May 27, 2011, addressed to area residents and businesses, we are virtually going to be in limbo insofar as making any changes to our property to say nothing of marketing the property which is our retirement nest egg. We strongly oppose the proposed corridor ripping through prime farm land, beautiful residential properties and woodlands. Halton Hills is a beautiful part of Ontario and would suffer immensely if this corridor is built. Georgetown is ready to expand, the pipeline is here. Is Georgetown supposed to be held to ransom for the next five to seven years until a decision is made?</p> <p>There is a problem with volume of traffic on the 401. Are you not, in effect, just moving the traffic bottleneck to the other side of Milton, west of Tremaine, to what will still remain a 3 lane westbound Hwy 401? We cannot see what advantage this is to anyone. Why not just widen the 401? Better yet, buy back Hwy 407! Please register our vote against the proposed corridor.</p> <p>[REDACTED] Halton Hills, Ontario [REDACTED]</p>	<p>Sent Nov 21-11</p> <p>Dear [REDACTED]: Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new</p>

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			<p>corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>With regards to your concerns about property, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-265	Jun 1-11	<p>Good afternoon,</p> <p>Please find attached an OHBA submission regarding the GTA West Corridor.</p> <p>Thank you, [Redacted] Ontario Home Builders' Association</p> <hr/> <p>OHBA is pleased to be given an opportunity to present our comments as part of the input towards the GTA West Corridor. Infrastructure is the most important tool the government has to create jobs in the short-term and to lay the foundation for future prosperity and productivity gains. Our members are very concerned about the province's aging and neglected infrastructure as well as ever increasing levels of congestion in the GTA. To ensure a high quality of life and prosperous economy, the province must continue to significantly invest to expand Ontario's transportation network.</p> <p>The key for the residential construction industry can be summed up in a word – 'certainty'. Therefore it is critical that the Ministry of Transportation move expediently through the next phase of the EA process to identify the specific GTA West Corridor route, interchange locations and land requirements. The north-west GTA is one of the fastest growing regions in the province and it is essential that land needs are identified as quickly as possible for corridor protection. This will enable the private sector to appropriately advance their own development plans. Land-use planning and transportation planning go hand in hand, therefore OHBA strongly recommends that the Ministry of Transportation work with the Ministry of Municipal Affairs and House as well as with regional and local municipalities to identify land requirements and delineated corridor routes within official plans as soon as possible. The province must ensure a coordinated and strategic approach to land-use planning throughout the broader area impacted by the GTA West Corridor.</p> <p>OHBA strongly recommends that the Ministry of Transportation engage land owners and provide written notification to all land owners that may be directly affected by the EA process. It is critical that land owners within the defined study area be engaged early in the process and receive notification that their lands may be sterilized by the GTA West Corridor. OHBA notes that land owners in previous consultations by the province did not receive adequate notice prior to provincial policies being implemented that directly affected private property rights. Due process requires appropriate notification and consultation.</p> <p>OHBA believes the expansion of core infrastructure in support of a growing economy and growing population should be a key priority for the provincial</p>	<p>Sent Nov 21-11</p> <p>Dear [Redacted],</p> <p>Thank you for your interest in the study and for submitting comments on behalf of the Ontario Home Builders' Association. We apologize for the delayed response. Your support for the GTA West Corridor has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant comments and concerns in your submission. The following are the Project Team's responses to your comments and concerns that may assist in understanding the scope and process of the study.</p> <p>We recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the exact route alignment is selected. MTO will work as quickly as possible to identify a preferred route alternative.</p> <p>We want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. This has included consultation with the Ministry of Municipal Affairs and Housing (MMAH). Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>

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		<p>government. OHBA is supportive of the GTA West Corridor as the current Transportation Development Strategy that proposed a new corridor from Highway 400 westerly to Highway 401 with links to both the west side of Milton as well as a north south link to the 401/407ETR interchange. OHBA looks forward to future consultation opportunities and recommends that the province move expediently through the EA process for the new corridor while exploring opportunities to optimize the existing transportation network and expand existing highways.</p>	
EM-266	Jun 1-11	<p>RE: Neil Ahmad & McCormick Rankin.</p> <p>It is with great regret to be informed of your Route Planning Stage 2 EA. We live in your designated area 6720-GTAW.pdf. We so agree with the PC representative Michael Chong for our area, in opposing the constant destruction of our woodlands and farm lands. This never ending reach for urban expansion with irreversible consequences to our environment.</p> <p>Over population and global warming, can no longer be dismissed. Our family has lived in this location for 20+ years and we are vehemently opposed to your reckless planning.</p> <p>██████████ Halton Hills.</p>	<p>Sent Nov 21-11</p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition towards the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about the consideration of woodlands and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p>

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			<p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-267	Jun 1-11	<p>Hello,</p> <p>Today in the mail I received a letter outlining the proposed highways going through our neighbourhood. The one question I have is - what happens to our house? Will this highway go through our house whereas the house will be bought OR will the highways go behind our house whereas we encounter excessive noise? If you could let me know as soon as possible, that would be greatly appreciated.</p> <p>Thanking you in advance. [REDACTED]</p>	<p>Sent Nov 21-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised some relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p>

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			<p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-268	Jun 1-11	<p>We are rural home-owners, located in the right in the study area - [REDACTED] - and fully support the need to reduce congestion and improve traffic flow; though , we find it totally unnecessary from a transportation need, and financially, socially & environmentally detrimental to continue the freeway further west from the 401/407 interchange.</p> <p>The 6-lane North-South freeway provides significant advantages, and will eliminate the need to continue the 4-lane East-West freeway further west to the Tremain oad connection.</p> <p>The 6-lane North-South freeway provides: for a continuous highway linkage to all four (4) lower tier municipalities in Halton Region much needed access to the Hwy 407/ETR from Halton Hills -which runs right through the towns prime Business Development area but with no access point currently available within Halton Hills the least disruptive route to existing agricultural areas, with the least amount of agricultural land lost located in a area that will be bound by development on three (3) sides, and a logical future development area most aligned to the traffic patterns currently in Halton Hills, with the majority of commuters heading south and east (not west) logical extension of the ????</p>	<p><i>Sent Nov 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your preference for Alternative 4-2 has been noted.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA</p>

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			<p>West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-269	Jun 2-11	<p>Looking at a recent letter from Town of Halton Hills I see that my property lies in the middle of it. The letter states: "between 5 Sideroad on 10 Side Road" What does that mean?</p>	<p><i>Sent Nov 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised a concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study.</p> <p>The Preliminary Route Planning Study Area Map is available, for your reference, on the project website at the following link: http://www.gta-west.com/pdf/2-2011/6720-GTAW%20Preliminary%20Route%20Planning%20Study%20Area.pdf. The letter from your mayor likely had a grammatical error and should have read between 5th Sideroad and 10th Sideroad.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-270	Jun 2-11	<p>ALLOA LANDOWNERS [REDACTED] Caledon, ON [REDACTED]</p> <p>[REDACTED]</p> <p>Our lands include the properties north of Mayfield Road and south of Old School Road, west of Chinguacousy Road and east of Mississauga Road. Currently, these lands are within the GTA West Corridor Preliminary Route Planning Study Area.</p> <p>We feel compelled to comment on this study as it has the potential to create a significant impact on our farmers, landowners and residents. There are three items of primary concern to our stakeholders.</p> <ol style="list-style-type: none"> 1. The time required to establish a defined corridor (approximately 5 to 	<p><i>Sent on Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments on behalf of the Alloa Landowners Group. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-</p>

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		<p>10 years) creates uncertainty in our agricultural community and inhibits the expansion and succession of viable farming enterprises. This lengthy process has a detrimental impact on the sustainability of agriculture in our immediate area.</p> <p>2. If the GTA West Corridor Route is approved to traverse the lands of the Alloa Landowners Group, we respectfully request that our landowners be given the following options on the disbursement of their land holdings. The first option would be to have the province (or purchasing group) purchase 100% of the affected individual land holding required for the GTA West Corridor. The second option that appeals to many of our long time property owners is that of retaining title to all property not required for the GTA West Corridor.</p> <p>3. The Alloa Landowners request the elimination of the southern half of the previously mentioned lands from the GTA West Corridor Preliminary Route Study Area. Based upon the proposed urban boundary expansions of Mayfield West Phase 2 in the Town of Caledon (adjacent to the eastern boundary of the Alloa Landowners land) and the Mount Pleasant Draft Plan in the City of Brampton, (adjacent to the southern boundary of the Alloa Landowners land) it is our contention that the southern half of the Alloa Landowners lands are not suitable for a transportation corridor that meet the criteria for a Goods Movement and a Transportation Corridor designed for speeds of 120 kilometers per hour. If the GTA West Corridor were to traverse the southern properties belonging to the Alloa Landowners with consideration given to proposed development, then the proposed corridor would necessitate the inclusion of three turns of approximately 90 degrees. (One at our northern boundary north of the proposed Mayfield West Phase 2 secondary plan, one at our southern boundary north of the Mount Pleasant draft plan and one in the Town of Caledon west of the Mount Pleasant draft plan).</p> <p>Please give the utmost consideration to the comments and requests brought forth by the Alloa Landowners with respect to the GTA West Corridor Preliminary Route Study Area.</p> <p>Sincerely,  Alloa Landowners Group</p>	<p>west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Based on input received from property owners and the municipalities in the area, we will consider modifying the Preliminary Route Planning Study Area boundary north of Mayfield Road and east of Chinguacousy Road, still enabling for a range of alternative routes to be considered in Stage 2. Input and comments with respect to the Preliminary Route Planning Study Area throughout the corridor will continue to be reviewed and considered by the Project Team and modifications to the study area will be documented and provided in the final Strategy report.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Nov 21-11</i></p>
EM-271	Jun 2-11	<p>Hello Mr. Rankin,</p> <p>This new road is a surprise to me.</p> <p>I purchased my house on Sixth line  in  2007. The first indication of this proposed new road through my back yard was a newspaper story last week, I have since received a letter from the mayors office in Georgetown.</p> <p>I have concerns about the lack of information about this project. I am not in favour of this road, I understand the need for increased infrastructures lick roads and highways, but I purchased a rural property where I did because I do not want to be in the middle of the congestion.</p> <p>Two points I do not know were to find are, what will the government do when my property value drops in half? If you run the road directly through my property, how much will I loose in what the government will pay me verses, what I could get on the open market for my property?</p> <p>I cannot sell and move even further away from the city, as no one will by my house with this project looming. Is there any consideration to the land owners and what this does to us?</p> <p>There are several new houses built in my area, do they just get knocked down and on we go?</p> <p>Please advise me what I can do as a home owner in this area and how I can</p>	<p>Dear .</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to</p>

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		<p>find answers to the questions I have posed</p> <p>Upset. [REDACTED]</p>	<p>the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-272	Jun-2-11	<p>I have been reading about the GTA West Corridor Planning & EA Study. I live on the 6th Line between 5 and 10 Side Road so I am within the boundaries of the Stage 2 Study Area and will be very close to where the new highway will be built. I have really enjoyed living here for the past 20 years and have counted myself very fortunate to be able to do so. I am horrified to realize there is a possibility of a highway destroying the beautiful surroundings and marring the quiet country living that everyone in this region cherishes. Surely there are better alternatives than tearing up our valuable farmland and displacing the wildlife. Is widening Steeles Avenue not an option? It's mostly industrial properties between Milton to Hornby; and scattered residences through to Winston Churchill. It's already heavily traveled as an alternative to the 401. Wouldn't that be less destructive? What about widening the 401 and the 407 to accommodate the growing traffic?</p> <p>I sincerely hope this project does not go through. I know we require more roads. I battle the traffic every day just like everyone else. But this is not the best option. Please consider other possibilities.</p> <p>[REDACTED] Georgetown, ON</p>	<p><i>Sent Nov 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the project and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton</p>

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			<p>area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area. As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, such as wildlife displacement, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. 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EM-273	Jun 2-11	<p>I think that, instead of building another highway close to two already existing east-west highways, other alternatives should be looked at. It seems there is no vision for our future that goes beyond more and more highways. Is there really no alternative to loud, smelly, ugly highways? Why do planners think that these highways are necessary?</p> <p>Is it because the area is becoming more populated and therefore more cars are travelling on the existing roads - leading to congestion on highways and other roads? Probably. However, if built, these highways will also be congested in a few years, which will make more highways necessary.</p> <p>Instead of falling into this endless need for more and more highways and wider roads, our government (town, regional and provincial / federal) should offer travellers and transport companies an alternative to using the roads. There is no real alternative at the moment, and the reason being given is that it would cost too much money. Of course it would cost a lot, because nothing has ever been spent on alternatives, so we have to start from scratch.</p> <p>Can we take 1/2 of the money being set aside for the planned highways and use</p>	<p>Sent Nov 21-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This</p>

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		<p>them for increased rail, bus and designated lanes? Please start supporting people who use public transport by giving them more options, instead of frustrating every attempt to travel without a car - then more people will travel without cars and congestion on roads will decrease.</p> <p>Suggestions: - rail routes connecting industrial areas with rail terminals and shipping ports - - passenger rail routes connecting all major cities not only in east-west but also in north-south direction, making it possible to travel (commute) without a car - bus routes connecting with rail routes, making it possible to travel to train stations without a car - designated bus and taxi lanes on all existing major roads and highways to encourage travellers to use bus and taxis - coordination of all public transit systems and fares in the GTA</p> <p>Why shouldn't we show the rest of the world that it can be done differently?</p> <p>██████████ Georgetown, Ontario ██████████</p>	<p>approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The full study documentation on need, justification and the consideration of alternatives is available for review on the study website.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-274	Jun 2-11	<p>I have read about the proposal for the new gta west highway and feel that in the interest of my family and my commute though they propose the benefit of the extra lanes and access to the community that the spirit of seclusion which was one of the reasons for moving my family to halton hills and my sole pleasure of the environment in which I wanted to raise my children will be taken away first by many years of construction and possibly future large growth population like the city of Milton which was once a quiet town like Georgetown.</p> <p>Not interested</p>	<p><i>Sent Nov 21-11</i></p> <p>Dear ██████████,</p> <p>Thanks for your input to the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-275	Jun 2-11	<p>Who would have thought that Janis Joplin would be so right!! Paving paradise and putting up a parking lot! I moved to Halton Region to get away from the city</p>	<p><i>Sent Nov 21-11</i></p>

GTA West Corridor EA

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		<p>and now it is coming to my side yard. Surely greenspace and wild habitats should be more important than than a new highway. I must say I oppose the new highway thru my greenspace as I enjoy watching the wildlife and the relaxed atmosphere in my new home. Will this new highway increase the value of my home? I doubt it. Will my neighbours enjoy watching traffic instead of hawks and deer and wild flowers blowing in the gentle breezes? I doubt it. Can we not concentrate on getting people to use public transit and expand via rail and go trains instead of taking away more greenspace that will create more pollution? Please think on this and let it be known that we do not want a 4 lane super highway as our view in the country!!!!</p> <p>██████████ Halton Hills</p>	<p>Dear ██████████:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. 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Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Nov 21-11</i></p>
EM-	Jun 2-11	To whom it may concern.	

GTA West Corridor EA

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276		<p>My family have lived in Georgetown South for 20 years, and it was a nice QUITE town until you let all these outsiders build these ridiculous townhouses, and opened the gates for all these ignorant people to move in, THANKS!! So Please do not let them go through with this unbelievably stupid idea of a Proposed GTA west Highway of NOISE, POLLUTION, and GARBAGE! We already have retards dumping their garbage on the side roads and lines.</p> <p>P.S. I wonder why its always the roads on the way from BRAMPTON and MISSISSAUGA that a see the garbage!?!?</p> <p>WINNING </p>	<p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition to the proposed corridor has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. 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It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. 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This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-	Jun 3-11	I am writing to you in hopes you could give us a little insight on the recent	Sent Nov 21-11

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192		<p>developments in regards to the GTA West Corridor studies.</p> <p>We are a young family who have recently moved into the area living on 3rd Line [REDACTED] we have a growing concern given the recent developments in the past 8 month with the Hydro Lines coming along 4th Line, the water pipe coming along 3rd line and now with the highway which in fact could possibly run directly through our property, not to mention we have also heard talks of 3rd Line becoming a four lane road to access the highway from James Snow parkway.</p> <p>Could you please provide us with some explanation on how this will affect our family and surrounding residents. We have invested a lot of money and time in our property to ensure we have all aspects of country living, now this all seems to be a waste and concerns us deeply.</p> <p>I'm not sure how much information you can provide us, but some insight would be greatly appreciated.</p> <p>Thank you for your time and consideration,</p> <p>[REDACTED] Milton</p>	<p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>You had referred to both provincial and municipal transportation improvements. Please note that Third Line is a Town of Halton Hills road and any requests for improvements along it should be addressed to the Town.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-193	Jun 3-11	<p>This message is in regards to our opinions/feelings/frustrations on the recent developments with respect to the GTA West Corridor studies. We seem to be overwhelmed by infrastructure projects recently; we have the water pipe coming up third line, the hydro line coming down from the Bruce and now the highway. In fact, I received a notice from Hydro One just yesterday informing me that the 4th line will be used by all trucks for transport of material and labour to access the hydro line for the next 2 years. This adds a significant and overwhelming amount of traffic to an already alarming rural route. We, along with a number of young couples moved into the area to enjoy the peace and quiet of the countryside and get involved in the rural aspects of country living. Our family recently undertook a major project for an addition to our home and have made other improvements to our property with the intent of staying put for a good long time. Many of these infrastructure projects do not directly benefit the people in this area, but have caused greater issues and concern for our future in Halton Hills. I'm not sure what we can do to stop the province once they set their sights on something, but we do not need or want this highway going through our municipality. Please acknowledge that you have read and completely understand we do not want this highway.</p>	<p>Sent Nov 21-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition to the study has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p>

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EM-278	Jun 3-11	<p>I have been a resident of Halton Hills for 30 years and I would like to make a few comments on the proposed highway development in the area;</p> <ol style="list-style-type: none"> 1. The province wants to increase the population in this area and yet it does not come to the plate when it comes to funding the needs of the Georgetown Hospital. The Mayor of Halton Hills and local council did step up and it appears the project is moving forward. It would appear the provincial governments sense of priorities is not what it should be. 2. I lived in England for a number of years and watched as Motor Ways scarred the land and left many rural communities isolated and forgotten. The civility of smaller communities is passing as these highways rip apart rural landscapes all for the perception of progress. 3. Our council has worked hard to protect and encourage town spirit but I fear the inertia of contentment will allow relentless expansion. <p>As you can probably tell I am not in favor of the proposed highway but I ask you to ponder how the next generations will fair with today's decisions.</p> <p>Regards </p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. 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It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p>

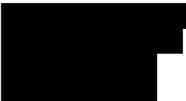
GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

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			<p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-194	Jun 3-11	<p>It is interesting how we live in a democratic society run by a communist government. Since when does a project have the go ahead and millions of dollars spent before the public is properly informed in regards to this plan. I'm well aware that most of peoples concerns will fall on deaf ears. By the looks of it, this plan will come to fruition regardless of any negative feedback from the community it effects. I will continue to support an alternate route that makes more sense to our communities future and not the big business' land and their future projects that fall along this route. It is quite exciting that corporate world continues to take control of our government. I will continue to voice my concerns at any future dates.</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. 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WF-195	Jun 3-11	<p>This message is in regards to our opinions/feelings/frustrations on the recent developments with respect to the GTA West Corridor studies. We seem to be overwhelmed by infrastructure projects recently; we have the water pipe coming up third line, the hydro line coming down from the Bruce and now the highway. In fact, I received a notice from Hydro One just yesterday informing me that the 4th line will be used by all trucks for transport of material and labour to access the hydro line for the next 2 years. This adds a significant and overwhelming amount of traffic to an already alarming rural route. We, along with a number of young couples moved into the area to enjoy the peace and quiet of the countryside and get involved in the rural aspects of country living. Our family recently undertook a major project for an addition to our home and have made other improvements to our property with the intent of staying put for a good long time. Many of these infrastructure projects do not directly benefit the people in this area, but have caused greater issues and concern for our future in Halton Hills. I'm not sure what we can do to stop the province once they set their sights on something, but your help and insight to these matters would be greatly appreciated.</p> <p>Thank you for your time,</p> <p> Halton Hills</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. 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The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. 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GTA West Corridor EA

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WF-196	Jun 3-11	<p>After reviewing the latest map showing a possible route for a new highway corridor just south of 10th. sideroad in Halton Hills, it is obvious to me that the highway would isolate Georgetown physically and visually from two sides. Just as importantly, it would totally block the wildlife corridor (and there is alot of wildlife!) to the south and east of town. I am totally against this project!</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition to the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. 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It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. 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GTA West Corridor EA

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EM-279	Jun 3-11	<p>Thank you, team, for this reminder. I appreciate the continuing communication with you regarding the Study.</p> <p>I have 2 addition comments at this time.</p> <ol style="list-style-type: none"> 1. I have only recently become aware of the study underway by York Region regarding "a basket" of improved roads on the east side of 400 with interchanges on 400. I agree that the area east of King Township needs more access to 400. In addition this project could provide 1 or more bypasses for King City. It is unclear from speaking with the York Region staff whether or not both you and they are coordinating your two projects. The GTA West Corridor is much farther along in the process, but it would seem prudent and wise to ensure that the two projects actually enhance each other. If coordination is not accomplished, then we are all at the risk of piece meal work, higher costs and less that ideal solutions. For example, why could the GTA West Corridor not (potentially) serve as one of the routes envisioned by the Region? The two teams may very well be working together already. If so, good luck. If not, please do so. 2. The latest boundary of the eastern section of the study area is an ideal situation for King Township.....the best that could be expected as long as the corridor is built south of King mostly in Vaughan's Development sector. <p>Thank you for your work to date. Good luck in the next stages!</p> <p>Sincerely, [REDACTED]</p>	<p>Sincerely, The GTA West Project Team</p> <p><i>For response, see EM-252.</i></p>
LT-35	May 30-11	<p>See LT-35.</p>	<p><i>Sent December 23,, 2011</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-280	Jun 3-11	<p>Mr Ahmed: herewith expressions of disgust at the direction of the Province of Ontario's Ministry of Transportation's GTA West Corridor Planning and Environmental Assessment Study Release of Draft Transportation Development Strategy Report, based on the following facts:</p> <ol style="list-style-type: none"> 1. We are fortunate to live in Ontario, a society premised on the democratic process and British common law, whereby the government is by and for the people, and the rights of property owners are sacrosanct; 2. The province of Ontario previously has trumped the rights of individual property owners by designating lands in the study zone as part of the Greenbelt, 	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>an arbitrary tract of land to halo the burgeoning GTA under the guise of protecting nature and limiting development;</p> <p>3. The same government, under the same leadership, has now put the same property owners on notice their lands may be expropriated in support of development by providing infrastructure for the continuing burgeoning GTA;</p> <p>4. Inhabitants of the area in the study zone have actively chosen, and repeatedly, to reside in the study zone, free from the haphazard and contradictory decisions of the GTA, to exercise their rights to quiet enjoyment of their landholdings and way of life;</p> <p>5. The same government, under the same leadership, has also notified inhabitants of the study zone of its intention to terminate their right to quiet enjoyment of the area by imposing development and growth that will increase population by over 50%;</p> <p>6. While community sustainability relies on a balance between supply and demand for locally sourced foodstuffs, expropriating land for transportation purposes eliminates the production resource currently provided by the area in the study zone;</p> <p>7. There exist only three arterial roads that traverse Highway 401 from north to south Halton, one of which is in the neighbouring county of Peel, continuity of a second relies on the use of an already overburdened road, and two of which are currently under construction for extended periods, thereby significantly negatively impacting an already stressed commuter population in the study zone;</p> <p>9. Super highways, especially intersecting ones, are void of access/egress to adjacent land area thereby providing no relief to local inhabitants of the inadequate local transportation infrastructure, above;</p> <p>9. Transportation infrastructure adjacent super highways generally is in inferior condition to begin with, and is further compromised by taking the overflow from super highways during times of maintenance, accidents and/or inclement weather, thereby exacerbating the already under-serviced inhabitants; and</p> <p>10. None of the materials provided in support of the study addresses the need for such folly.</p> <p>I would be pleased to discuss the matters raised and can be reached at [REDACTED].</p> <p>[REDACTED]</p> <p>Inhabitant of the Town of Halton Hills</p>	<p>operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p> <p>Sent Nov 23-11</p>
EM-281	Jun 3-11	Dear Mr. Ahmed	

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#	Comment Date	Comment*	Response
		<p>We are residents of Georgetown on 5th line and 9th sideroad and are concerned about the above proposal to bring in a highway thru this area. We find it appalling that first of all the 407 was built and paid for by our tax dollars and then sold for "peanuts" to a private company. That highway could have been toll free and more people would be using it from the Milton and other areas. Instead this proposal to build another highway basically following the same route but a few kilometers north of the existing 407 makes no sense.</p> <p>Secondly why are we building more highways? Is there not enough air pollution in the GTA? One only has to look outside to see the incredible haze of dust and yellow air hanging over the area. Why do we not have more public transit ie go trains following the above proposed route instead of a noisy, pollution causing highway? We are so dependent on cars to get around and with the increased cost of gas, building more mega highways makes no sense. Look at Europe, one can get anywhere by bus and streetcar and train.</p> <p>So you can see we are not happy about this proposal for the above reasons and with the increased noise and pollution may find ourselves having to move further away from the area we now enjoy.</p> <p>Please consider the environment. yours truly [Redacted]</p>	<p>Dear [Redacted],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area. To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network, including on 407 ETR. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The draft Strategy has also recommended that 407 ETR be widened to 10 lanes between Highways 400 and 401 by 2031. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-282	Jun 4-11	<p>We are writing to express our concerns about the proposed east-west route which would run between 5th and 10th side road in Halton Hills. This project does not seem to make sense as the 407 already is a major corridor from to 400 to 401 and this project would require the destruction of thousands of acres of productive farmland.</p> <p>[Redacted]</p>	<p>Sent Nov 23-11</p> <p>Dear [Redacted],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p>

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			<p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area. To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network, including on 407 ETR. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The draft Strategy has also recommended that 407 ETR be widened to 10 lanes between Highways 400 and 401 by 2031. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-197	Jun 4-11	I support the proposal for a transportation corridor however as a resident of Georgetown South would like to ensure that the new roadway would not be as far north as tenth sideroad (which looks like the upper possible limit). I would prefer to see the corridor at least far enough south of the upper limit so that noise and exhaust pollution would not be noticeable for the existing community.	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work</p>

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#	Comment Date	Comment*	Response
			<p>before any decision on next steps is taken.</p> <p>Your comments and support for the project have been noted. The following are the Project Team`s responses to your noted concerns that may assist in understanding the scope and process of the study.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team Sent Nov 23-11 via email; undeliverable. Sent by mail Dec. 23-11.</p>
WF-198	Jun 4-11	<p>June 5, 2011</p> <p>██████████ Georgetown, ON ██████████</p> <p>Jim Wang, Neil Ahmed, Project team GTA West, Mayor & Councilors of Halton Hills</p> <p>As citizens of Halton Hills we are offended at the remarks of the individuals representing the Ontario Ministry of Transportation and applaud the Mayor and councilors stand on this sales pitch. What offends us most are Mr. Ahmeds' remarks that we are largely isolated, and can be avoided or mitigated (read alleviate pain, value, grief, or appease anger.) That statement is preposterous! Why is some of the finest farm land in the province, closest to fresh market populations being proposed to be paved over in this time of ever escalating fuel costs?</p> <p>It is impossible to take a ribbon of land 175 meters wide between #5 and #10 side roads the whole length of Halton Hills and not impact much of our population. I'm sure Georgetown South will enjoy the noise and fumes! We have valuable historical areas compromised, The Scotch Block complete with possible aboriginal burial sites, plus historic homes and century farms. No matter where this corridor might run in this area, we would know at the very least, half a dozen families that would be affected. The whole region will be impacted!</p> <p>This proposed intrusion has not been well publicized nor delineated except in a very rudimentary fashion, making it impossible to critique it in a meaningful way. This ambiguity, and provincial sales pitch is unsettling and worrying to us as it should be for many of our citizens. We the constituents have lost control of our environs despite the hard work of our mayor and council and are once again being told by the province what is best for us. We don't want sympathy, but some empathy, consideration, and understanding, just might help us constructively criticize the GTA West, and Places to Grow philosophy!!</p> <p>Sincerely, ██████████</p>	<p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to Mr. Ahmed's comments regarding isolated features, he was referring to the natural environmental and cultural heritage features, not the community or agricultural features. The natural and heritage features in this area tend to be more localized than in other areas.</p>

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			<p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-283	Jun 4-11	<p>Attention Neil Ahmed</p> <p>It is with great anxiety and distress that I am writing this letter to you. I have been told through the media that this highway you are planning through Halton Hills between Fifth side road and Tenth side road is a forgone conclusion. So I think I am wasting my time writing this. But I want a clear conscious knowing that I made my feelings known. I would like to know how you plan to mitigate the damages through vast areas of rural agricultural farm land as well as green space which the Municipality as well as the Region feel important to protect. The land which we own is generational and is actively being farmed.</p> <p>To think, that I have until the sixth of June 2011 to submit a comment while the project team has 2 to 3 years to decide on which path they should take or whether it's going to happen at all is unacceptable. Making statements that effect ones property value, health and happiness without any compensation is unacceptable. We have now lost real value on our land this uncertainty of the future for my family and our future livelihood is now threatened. People's lives in the study area are effectively put on hold.</p> <p>With the real effects now taking shape in our environment regarding climate change, the best our Government can come up with is build another highway. The damages you have caused me and my family are real and now you are aware of it. Looking forward to your reply.</p> <p>Sincerely [REDACTED]</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new</p>

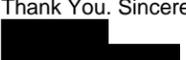
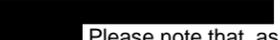
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			<p>corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-284	Jun 5-11	<p>Mr. Neil Ahmed,</p> <p>Hello, I am writing in response to the letter I received from my town council in Halton Hills. Needless to say, I was disappointed to read it. From what I'm seeing, the property owners in the areas that are directly involved in this major highway have to wait for 5-7 years to find out if we should leave (if we can find a buyer) or stay, and either be expropriated, or have our property severely devalued. Not much of a choice.</p> <p>Can someone also explain why you are designating such a wide area for the north-south freeway corridor. From the eighth line in the west, to Winston Churchill in the east, is three full concessions. That's an extremely wide area. That alone is disturbing a lot of people unnecessarily. (including myself and my family). Having lived here for more than 29 years and have enjoyed the tranquillity that rural living can give, it's very unfortunate to now be put in this undesirable position of having a major highway cutting through our property or right next door. With a 5-7 year time frame hanging over our heads, do we bother to renovate or maintain our properties, or is it a waste of time? Not knowing what to do or expect for a considerable length of time is unjust and unfair. Hopefully yourself or someone else can give us some answers on what we can</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This</p>

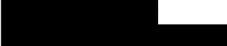
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		<p>expect.</p> <p>Thank You. Sincerely,   Norval Ontario </p>	<p>approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-285	Jun 5-11	<p>Hello,</p> <p>Can you please add me to your mailing address  Please note that, as required, I will be coordinating all comments to be addressed to the GTA West Project Team from the Hike Ontario executive and board.</p> <p>Thank you and kind regards,  Hike Ontario</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study. We apologize for the delayed response. We have added you to our contact list to ensure you are notified of future events.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-286	Jun 5-11	<p>Committee Members:</p> <p>Allow me to introduce myself. I am , a lifelong resident of the</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p>

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		<p>Scotch Block, a farmer, a secondary school educator and am married to a veterinarian. Our history is in the path of the proposed highway. Paradise will be paved over to create a highway. Who are you? Have you ever farmed the land, been on the land, tended to animals, put your heart and soul into this land? Do you eat/ Do you breathe the air around you? Are you aware of the efforts of those who have gone before you to make this particular area what it is? I hope so, but I doubt it. Whatever your backgrounds, education and experiences you need to step back and review this proposal again.</p> <p>Who cares if this site is a UNESCO Environmentally Sensitive Area, or if it is located smack dab on top of the greenbelt and encompasses the heritage Scotch Block, The Boston Church and its cemetery, the Scotch Block Reservoir, the Kelso Lake Reservoir, the New Water Line to Feed SW Milton, 1000's of acres of prime agricultural land, thousand year old trees on the Niagara Escarpment, homes occupied by the very same families who came from Ireland and Scotland and England and other places far away, to make this region what it is. Who cares????? Who cares where the food to feed the ever increasing GTA population comes from?</p> <p>Do you have any idea how our food crops are going to be sustained? Do you care about pollution in the air from all of these vehicles, do you care that citizens in this area who have lived and farmed and helped create the Canada that we now are going to be displaced? ARE YOU AWARE OF THE FACT THAT THERE ARE OTHER MODES OF TRANSPORTATION AVAILABLE THAT DO NOT NECESSITATE THE RAPE OF THE LAND AND ITS HERITAGE.</p> <p>You need to think again. This Highway Proposal is just wrong. This is prime agriculture land. Perhaps your ministries of Transport and Agriculture should talk to each other. Perhaps your Minister of Transport should get herself EDUCATED-- Is this why her portfolio change from Education to Transport happened- the innocent to the slaughter?? Well I for one will not follow her to this slaughter. The courtesy of a reply is requested.</p> <p> Milton, Halton Hills ON</p>	<p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. 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This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of the Greenbelt and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the</p>

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			<p>public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-289	Jun 5-11	<p>Re: GTA West Corridor Proposed Highway</p> <p>I am writing to express my opposition to the proposed highway that would run through the southern part of Halton Hills, in some areas adjacent to Highway 401. This proposal represents 1950's thinking. We are now seeing a focus on "Eat Local". This proposal would eliminate agricultural and Greenbelt lands in the GTA. These lands are just as important to the GTA and to Ontario as the Niagara Escarpment. These lands contribute healthy local food which requires little transportation. They also support local jobs and clean air.</p> <p>I have attached two articles from newspapers, these articles are both from early June, 2011. The first article is from The Independent and Free Press, Thursday, June 2, 2011. The article discusses Smart Commute, a carpooling project which has 170 companies participating, these companies have a total of 355,000 employees who are either participating in or considering carpooling. The second article is from The Globe and Mail, Saturday, June 4, 2011. This brief comment discusses peer-to-peer car sharing which allows neighbours and friends to share automobiles instead of owning them individually.</p> <p>Gasoline prices are rising and are unlikely to decrease significantly. People are choosing carpooling and are searching for other alternative transportation methods for financial as well as environmental reasons. Considering building a highway immediately adjacent to 401 reflects thinking from many years ago. Citizens have moved far away from that gas-guzzling, import it from far away, type of thinking. Why is the MTO stuck in the past?</p> <p>Step into the 21st Century, look at alternatives to this damaging, senseless highway. Widen existing roads if necessary, better still, offer alternatives to independent highway travel.</p> <p>Thank you for the opportunity to present my opinion. [REDACTED]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. 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Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p>

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			<p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-291	Jun 6-11	<p>After a Google survey of the designated area, to minimize the effect on existing residences, it appears a route close to and parallel to 10 side rd. south of Georgetown would minimize disruption to current and future populated areas. Crossing the Credit River is another problem. To address the river crossing, it appears a route closer to 5 side rd. would be beneficial as it would also accommodate a convenient link to the 407-401 access point.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your suggested locations for a new transportation corridor have been noted.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-199	Jun 6-11	<p>We have 2 areas for comment and note that our home is one that is directly impacted on Reg. Road 25 between 5&10 Sideroads.</p> <p>1) While we do understand the traffic congestion problems and that no one wants a highway right beside them, we think it would be a shame to lose the valuable farm land in Halton Hills which is so close to the GTA. It would be a shame because it is agricultural and produces food, and also because of its beauty. Once a highway is built, industry is not far behind.</p> <p>2) As an impacted homeowner, we would request that if the decision is made to proceed with the highway that impacted homeowners are contacted promptly to inform them what the steps in the process are, and to engage in the buying out process in the earlier rather than later stages of the process. A home move impacts your entire life and is a source of stress, we would prefer not to wait for a provincial planning process to conclude. Selling our home at this time will be difficult because of the impending but not confirmed highway.</p> <p>Thank you.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant comments and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p>

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		<p>[REDACTED]</p>	<p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team Sent on Nov 23-11</p>
EM-292	Jun 6-11	<p>Dear Mr. Ahmed,</p> <p>Please find enclosed my comments wrt the above issue. Given the tight deadline for such input please respond back ASAP. that these comments have been received.</p> <p>Regards [REDACTED]</p> <p>June 5, 2011</p> <p>TO: Mr. Neil Ahmed McCormick Rankin</p> <p>RE: GTA West Corridor Planning and Environmental Assessment Study</p> <p>I am writing this email in response to a letter received from the Mayor of the Town of Halton Hills dated May 27, 2011 with respect to the GTA West Corridor Planning and Environmental Assessment (EA) Study Release of Draft Transportation Development Strategy Report. Please note that this letter was</p>	<p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have not been able bring this study to your attention previously, and not had the opportunity to receive your comments about the study. While we look forward to receiving</p>

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		<p>not actually received until June 1, 2011 therefore leaving a ridiculously insufficient amount of time for parties to fully weigh in the implications of such a significant proposal.</p> <p>I am a landowner with property located between the proposed area of study from 8th Line to Winston Churchill Boulevard in Halton Hills. My initial reaction to this proposal was one of surprise, anger and being extremely suspect of this process. The broad and bold actions of the MTO and inaction of the various levels governments to protect the economic value of its residents calls into question the true agendas of each party.</p> <p>This was the first time that I was notified about such boundaries affected by this proposed study. In fact the letter, dated May 27, 2011 even acknowledges that those people most affected by this proposal may have not been contacted. This is absolutely absurd! I certainly hope that the following points are taken into consideration and integrated into the final decision.</p> <ol style="list-style-type: none"> 1) In a day and age where governments claim that they act with transparency, accountability and integrity, it appears that this was not the case in this instance. Firstly, as previously mentioned this letter was not received until June 1, 2011 and the deadline for community/public response was set at June 6, 2011. Clearly, this deadline is simply unfair and insufficient for landowners to have sufficient time to address these major issues that have significant impact on their economic welfare. Furthermore it is an obvious fact, that the owners located between the 8th Line and Winston Churchill are absentee landowners and this area is comprised of mostly vacant land. Therefore, the MTO and the Town of Halton Hills should know that local newspaper notification in this instance was inadequate. Furthermore I question why these landowners were not contacted in advance like they were on May 27, 2011 since it is only a handful of owners and the Town clearly has the mailing addresses of these owners. How could an issue with such significant consequences to these residents be made/advanced without their input? As well, what were the criteria that the MTO applied to create such a huge study area? These properties are located within a critical corridor of Halton Hills. Their proximity to key cities, highways and other infrastructure make it imperative that the study area be reduced to something more reasonable and more sensical. Keeping this area on hold indefinitely will hurt the economic viability of the Town since it does not have many key employment lands such as these ones. This is an unnecessary economic hardship on the Town and its residents affected by the study area. 2) As well, I cannot understand how such a report can be advanced without consideration for ROPA #38. In late 2010 the province advanced its response to ROPA #38 to the region and Town. One of its recommendations was to withhold future employment lands redesignation for certain lands within this study area that was more precise and created less arbitrary parameters for a possible freeway i.e. presumably those lands not redesignated would be the true area of study for a possible north-south freeway. The province was also supposed to finalize their decision on ROPA #38 by January 31, 2011. To date this still remains in limbo. It appears that the MTO has not integrated nor considered these recommendations when setting the boundary areas for this study, yet the MTO is part of the same provincial government body that is ruling on ROPA #38. For these two bodies not to coordinate their efforts and act more in unison seems irresponsible and absurd. <p>Again I reiterate that these lands located between the 8th Line and Winston Churchill Boulevard are key economic lands, critical to the economic development of Halton Hills and arbitrarily setting a study area so vast to preclude development is beyond my comprehension.</p> <p>As well, I am very disappointed by the Town's administration to this point, not to fight this issue more vigorously and protect the economic interests of its residents along this corridor. I believe the MTO should be held accountable to</p>	<p>your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to local Councils. As the original study area was very broad extending from Vaughan to Guelph (approximately 70 km east to west, and 20 km north to south), public meetings were advertised in local and regional newspapers. The new Preliminary Route Planning Study Area was recently established as included in the draft Strategy report of February 2011. MTO and the project team will adjust and enhance the notification for property owners within the study area as the study proceeds.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate. It does not mean an entire freeze on development within the study area limits. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>explain why such a vast study area between 8th Line and Winston Churchill Blvd. is needed. It is unfair that the MTO arbitrarily hold up development in this area indefinitely and its study area is congruent with the ROPA #38 details.</p> <p>Sincerely </p> <p>cc Mayor Rick Bonnette, Halton Hills Councillor Bryan Lewis, Ward 2 Councillor Joan Robson, Ward 2 Councillor Clark Somerville, Ward 1 & 2 Honourable Ted Arnott, MPP Halton Hills</p>	
WF-201	Jun 6-11	<p>Just a point of mapping clarification - your map shows portions of the Village of Nobleton as Greenbelt - Protected Countryside whereas Maps 58 and 43 of the Greenbelt Plan show the lands as Towns and Villages. Please revise your maps accordingly to avoid any unnecessary confusion.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Due to the large scale of our mapping, the distinction between Town/Villages and Protected Areas of the Greenbelt is not distinguishable on most project maps however the Project Team has ensured that the Village of Nobleton is identified as a built-up / designated residential area on the Preliminary Route Planning Study Area Map.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-202	Jun 6-11	<p>I reviewed all plans and I believe to widening existing road ways if possible. If not the highway location should be finalized quickly and it must be close to Bolton area like west of Coleriane, go close to north between Gore road and Coleriane and then turn to west close to King road.</p> <p>Thanks, </p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments and suggestions. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant comments in your submission. The following are the Project Team's responses to your comments that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA</p>

GTA West Corridor EA

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			<p>West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-203	Jun 6-11	<p>The highway location should be finalized quickly and it should be close to Bolton area like west of Coleriane, go close to north between Gore road and Coleriane and then turn to west close to King road.</p> <p>Thanks, [REDACTED]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant comments in your submission. The following are the Project Team's responses to your comments that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>We recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the route is selected and right-of-way is determined. The Ministry of Transportation Ontario (MTO) will work as quickly as possible to identify a preferred route alternative.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-204	Jun 6-11	<p>I reviewed all plans and I believe to widening existing road ways if possible. If not the highway location should be finalized quickly as possible. I prefer/ suggest the location should be north of Major Macanzie to Hwy 50 and moved towards north, close to Bolton area like west of Coleriane, go close to north between Gore road and Coleriane and then turn to west close to King road and connect with 410 north of old school road.</p> <p>Thanks, [REDACTED]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>We recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the route is selected and right-of-way is determined. The Ministry of Transportation Ontario (MTO) will work as quickly as possible to identify a preferred route alternative.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph.</p>

GTA West Corridor EA

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			<p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-205	Jun 6-11	<p>Two things that should be considered are limiting truck access to the 400 series highways during peak hours and making 400 series highways toll roads. Limiting truck access will reduce congestion and realistically a truck waiting two hours will only delay it by 30 minutes at most from it's destination. Converting to toll roads will encourage people to use other transit options or live closer to where they work.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your suggestions to limit truck access and introduce tolls on the 400 series highways have been noted.</p> <p>With regards to your comments about highway tolls, the GTA West Study has examined all reasonable alternatives to address the identified problems and opportunities within the study area. The effect of tolling on travel patterns and encouraging the use of transit has been addressed in the study through assumptions on future user costs. For example, the transportation modelling used by the Project Team assumed a 200% increase in auto operating costs (over 2006 levels) and assumed that transit costs will stay at their current level. An increase to auto operating costs could include higher fuel costs, higher fees for auto vehicle licensing, higher parking costs, higher vehicle operating costs, etc.</p> <p>Tolling is a policy issue that is not being considered at this stage of the study. Tolling may be reviewed as an implementation consideration during later stages of the study.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-294	Jun 6-11	<p>Mr. Neil Ahmed; We are residents of South Halton Hills and wish to express our thoughts regarding the proposed highway crossing Halton. Firstly the proposed highway is less than 5 miles from Hwy. 401. Putting two major highways so close together makes no sense. If another highway from 400 is needed it should go further north and around Guelph to Kitchener/Waterloo which would ease the traffic currently coming down to 401.</p> <p>The proposed Halton Hills corridor would cross some of the last remaining good farmland in the GTA. I guess farm land isn't as important as the Niagara Escarpment or Greenbelt. It is time that consideration be given as to where our local food will come from.</p> <p>Furthermore instead of more highways, better transit systems like GO should provide better service to Georgetown and Milton. Capital expenditures on transit makes more sense than building new highways All day transit express service would encourage people to leave their cars at home and relieve the traffic congestion.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p>

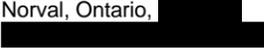
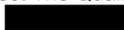
GTA West Corridor EA

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		<p>[REDACTED]</p>	<p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>A corridor alternative (Alternative 4-4) which crossed the escarpment north of Georgetown was considered by the Project Team however Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. 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EM-295	Jun 6-11	<p>Neil Ahmed/McCormick Rankin:</p> <p>I am a thirty year resident of Norval/Halton Hills who has invested heavily in quality of life at my residence [REDACTED] and I have just learned in the last few days that GTA West EA recommendations are being seriously considered for implementation. These recommendations for a new east-west 4-lane freeway running through Halton Hills between 5 Sideroad and 10 Sideroad and the 6-lane north-south freeway between 8th Line and Winston Churchill would literally obliterate our home and end our quality family life!</p> <p>Up until now I was convinced that the wisdom and foresight of our Mayor and Town Council would be respected. I have now learned that their efforts to protect our unique quality of life in Halton Hills have been disregarded. Halton Hills is unique because the Councils over the years have managed to avoid rapid urban sprawl and all the financial and social problems that go with it. You have to leave the freeways now and drive through beautiful rural residential and farm lands to get to the towns and villages like Norval and Georgetown. These proposed freeways are not in the best interests of the residents of Halton Hills</p>	<p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition to the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p>

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		<p>and will destroy the quality of life those of us who live here have come to cherish and visitors to openly envy.</p> <p>Please make note of my complete opposition to these GTA West EA Recommendations and my willingness to help in any effort to quash them.</p> <p>Sincerely,  Norval, Ontario, </p>	<p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-297	Jun 6-11	<p>Thanks for the note. I support the concerned comments made by the Town of Caledon and in particular, the comments made by Richard Whitehead one of the Bolton area councillors regarding the GTA West Corridor Project. I'm particularly concerned about the appearance of the special node changes that appeared in the most recent MTO plans that will affect investment decisions of major corporations that will likely be influenced by these changes. Moreover, the changes proposed will affect the Caledon tax base and the proportion paid by residents versus commercial and business enterprises. Furthermore, as stated by Town representatives in the Town media, the MTO's changes seem to have been a surprise to Town elected representatives and staff. Is this true? If this be true, such an experience is quite a surprise since Rankin and the Town have jointly developed many initiatives related to road projects for over 30 years. Finally, how does this project affect the community of Valleywood which continues to be concerned about the 410/Highway 10 earlier decisions which continue to affect The Quality of Life of people in that specific area but others as well. Thanks.  Bolton Resident, 36 years.</p>	<p>Sent Nov 23-11</p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Project Team has noted your concerns with regards to the study's potential impacts on employment lands in the Mayfield West Community Development Plan. The GTA West Corridor Study may effect employment lands, however if displaced, the Town of Caledon can choose to re-designate additional lands.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning</p>

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			<p>Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design). Specific impacts to all properties and communities, including Valleywood, will be examined in Stage 2 of the EA, which will include Route Planning and Preliminary Design.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-299	Jun 6-11	<p>We are responding to a letter from the Town of Halton Hills dated May 27, 2011. Our home is located on 5 Side Road between 9th and 10th Line [REDACTED]. From the GTA West Corridor Planning and Environmental Assessment Study it seems that the following is open for review. The location of a new 400 series highway to be located between 5th and 10th Side Roads. The location of a north/south 6-lane highway. Our ideas come from discussions with others and researching your website. We wish to address this in two different concerns. Those concerns are the Impact on the Current Population, and a Suggestion for North-South Link.</p> <p>IMPACT ON THE CURRENT POPULATION</p> <p>Community The homes in our immediate vicinity (between 9th and 10th Lines and between 5 Side Road and Steeles Avenue) would have approximately 60-65 homes. These are primarily located on the east side of 5th Side Road, the east side of Steeles and all along 10th Line. This community consists of long time families, new immigrants, young families, people who moved from suburbs and city locations, etc. The common thread for all these people is that their home is their investment for their future and/or their retirement.</p> <p>Problems Now and in the Future The proposed new highway plan is having a huge economic impact on the people located directly in this area. They cannot realize the full potential of their real estate investment due to the uncertainty of this proposal.</p> <p>Expropriation Families are also worried that they may be forced to give their property away for a value far less than it should be worth either at the point of sale or when it may be expropriated. As outlined on page 39 of the GTA West Corridor Planning and Environmental Assessment Study, it indicates that projected growth in the GTA West Corridor will increase in population by 122% and employment by 115%. The Georgetown/Milton town area, as it exists now, cannot sustain a 115% increase in employment. With the predictions given in the Study, it is logical to assume that re-zoning will be in the areas most affected by the new roadways. These new areas would be re-zoned as industrial or residential to accommodate these numbers. Since re-zoning will be inevitable, families who are forced to sell their property to accommodate the new roadways, should be compensated at a rate in keeping with the new development. The re-zoning is already active and growing along the 401/Steeles corridor for industrial growth.</p> <p>NORTH-SOUTH LINK – TRAFALGAR ROAD</p> <p>Ideas to Limit the Impact on the Community, 1. Widen existing roads that have fewer houses. This will be cost effective to MTO with fewer land owners to negotiate with and have less impact on people's lives. 2. Widen existing roadways to limit impact on agriculture.</p> <p>Trafalgar Road as the North-South Link</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>Your suggestions about the use of Trafalgar Road have been noted.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and</p>

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		<p>1. Trafalgar Road is a natural North/South link to the new 401/407. 2. There is already an on-ramp connecting from 401 to 407 presently. 3. An underpass could then connect Trafalgar to 407. 4. Trafalgar already connects to the 401. 5. Trafalgar has fewer houses on either side than 8th, 9th, 10th Line or Winston Churchill, so there would be fewer landowners to negotiate with. 6. Commuters will have easy access to 401 or 407, which makes it an easy connection to 403 and QEW. 7. Commuters will have easy access to the new 400 series highway. 8. Trafalgar does not have existing homes south of Georgetown as it does on 8th, 9th and 10 Line. 9. Trafalgar would be more cost effective to make into a 6-lane highway by expanding an existing roadway and not building a costly new structure.</p> <p>Please respond via email [REDACTED] or by mail at the above address.</p> <p>Sincerely, [REDACTED]</p>	<p>recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-300	Jun 6-11	<p>Dear Neil,</p> <p>Please read my attached letter regarding the designation of areas in southern Halton Hills for EA study.</p> <p>With best regards, [REDACTED]</p> <hr/> <p>Dear Neil,</p> <p>I am dismayed by the apparent lack of consideration that has been shown by the MTO towards the town of Halton Hills, and all the work they have done to help direct the inevitable expansion in an intelligent way. By designating an area for EA study, the value of my property is expected to diminished, just as I am planning to sell it. This is not a trivial matter, since it affects many residents.</p> <p>The MTO Stage 2 GTA West EA study plans to place a superhighway right next to the existing 401 superhighway between Milton and Mississauga, destroying countless hundreds of acres of prime real estate in the Halton Hills region, as well as designated wetlands. I think it is fairly obvious to any planner that expansion of an existing corridor can be done less wastefully by widening the road, rather than adding an entire new highway in parallel, with the added waste of compound interchanges (ie voluminous basket weave).</p> <p>Any transportation infrastructure should be expanded in such a way that existing corridors use land efficiently, and investments in new corridors should maximize ROI by reaching as much new area as possible, rather than killing the prime real estate that it should be serving. I understand the pressure of expansion to the northwest of Brampton. Northern expansion is handled by the 410, West by the 401, and southwest by the 403 & 407. I would suggest that the next new corridor should go west or northwest from the 410 interchange near Mayfield Road, and cross the greenbelt and escarpment as a thin and simple corridor, passing across the north of Georgetown and Acton. From there it can go west across the north of Guelph, and connect with Kitchener / Waterloo. This also opens up access for all the area that is currently too far north to access the 401 effectively. Back in Halton Hills, I also understand the need for cross-flow between this new corridor and the established ones. It makes sense to connect to the 401/407 junction. By keeping the northern bypass far away from the 401 (passing north of Georgetown), the interchanges can remain relatively simple (compared with the basket weave that would result from running an additional east-west corridor in close proximity to the 401). This north-south link should be thin, and run east of Norval.</p> <p>For all of the above reasons, I strongly oppose the planning of an east-west superhighway through southern Halton Hills. I trust that my opinion will not be discarded as a load of selfish and brainless whining, but that you will consider the validity of my input based on the constructive alternatives I have outlined. Please exclude the east-west route through southern Halton Hills from your EA designated study area immediately! Thank you kindly for your consideration, and I hope that the MTO will be increasingly open to adopting the plans of the Town of Halton Hills, in which I reside.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear: [REDACTED].</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns and suggestions in your submission, which have been noted. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>A corridor alternative (Alternative 4-4) which crossed the escarpment north of Georgetown was considered by the Project Team however Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts</p>

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		<p>With best regards, </p>	<p>on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-206	Jun 6-11	<p>In order to get cars off the road, we need to provide a reasonably priced, convenient and equivalent timewise option. GO transit has proven successful on all three criteria. As someone who works in west Vaughan and drives to the subway, then commutes downtown everyday, I and thousands of others would gladly switch to GO if this were an option. The Bradford line is not - takes almost as long to get there as to the subway. A new GO rail line to Bolton that picks up passengers along the way should be a top priority - immediate payback and well worth the investment.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a relevant issue in your submission. The following are the Project Team`s responses to your comment that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such</p>

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			<p>as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The draft GTA West Corridor Transportation Development Strategy Report supports and builds on the recommendations in the GO Transit 2020 Strategic Plan, which includes the recommendation for peak-period train service every 30 minutes and all-day bus service to Bolton by 2020.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-207	Jun 6-11	<p>As a resident of Halton Hills, I cannot stress enough what an enormous mistake this proposed highway is. We enjoy a quiet and relaxed pace of life unknown in Southern Ontario. With the proposal of this highway our way of life will be destroyed. Your highway cuts through prime farmland, as well as a natural buffer between Mississauga. Maybe you should focus your efforts on restricting the uncontrolled development taking place in Brampton, then there would be no need for this abomination. Nobody in Halton Hills wants this highway, there is no benefit to us whatsoever. As a taxpayer I will not accept this highway as a result of poor planning in Peel Region. Our council has said no and so have its residents. Build your highway somewhere else!!!!</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition to the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. 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Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all</p>

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EM-301	Jun 6-11	<p>I am a resident who extremely objects to the proposed of the new highway. This will effect the property values of several residences. The highway is proposed to be located in a residential area. The entire Steeles corridor is commercial and has sit vacant for many years. Locate the highway corridor there!</p> <p>██████████ residence on the 8th line</p>	<p><i>The below is also a response to additional comments sent in via EM-379. See EM-379 to review the additional comments. Sent on Nov 23-11</i></p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your email comments on June 6, 2011 and June 30, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize</p>

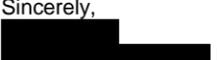
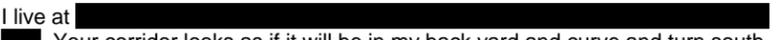
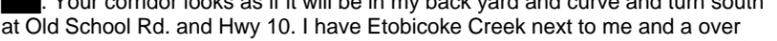
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			<p>our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-304	Jun 7-11	<p>Dear Mr Ahmed (MTO Consultant),</p> <p>The purpose of this email to express my views/comments in regards to the proposed 4 lane highway running east-west from Hwy 401 (at Tremaine) to Hwy 400, crossing Halton Hills right between 5 and 10 Sideroad or shall I say, crossing right at my and my neighbours homes. This "proposed highway" causes great concern and many questions in my household.</p> <ol style="list-style-type: none"> Does anyone at the MTO have any idea the beauty they are about to destroy?? This evening, my children and I watched the sun set behind the escarpment - it was breathtaking. And the "powers that be" want to replace that with a concrete highway. Is there no other place for this "proposed highway"? I do understand the need for the highway, although I do not understand why our government (all levels) is not looking into other options (ponder a GO train track that goes places other than downtown Toronto!). Because, really...is this new highway going to alleviate all the traffic woes?? By 2031 traffic will be backed up to Hespeler Rd in Cambridge not Hwy 25...maybe MTO should look into building the Hwy West of the Escarpment. MTO is going to take 5-7 years to study the location of the "proposed highway"? Where does this leave my family and I? I read in the paper a comment that was made "homeowners have all the rights they normally have". NO I DO NOT!!!! My right to better my investment, to better my home has been completely taken away from me. IF my property is needed for this "proposed Hwy"...how much can I expect MTO to pay for it?? I should NOT have to take a loss. Worse yet if the MTO doesn't need my property but the "proposed Hwy" runs right beside it the value of my property plummets. To me, this is the most criminal part. My investment is being stolen from me! I have two small children, in 5-7 years they won't be so small anymore but they will have grown up in this house and on this property. They will have made friends and spent their school years at Martin St Public School. This area will be what forms their lives and memories. This "proposed Hwy" will destroy their comfort and security....it will destroy all they've known. <p>I have come to realize that this "proposed Hwy" is most likely inevitable so why are the studies, planning and plotting going to take 5-7years?? I feel totally in limbo....like my life is completely on hold....and I'm going to have to feel like this for 5-7years???? IF it's going to happen MAKE it happen....so at least we know</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. 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This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. 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		<p>where we stand.</p> <p>Sincerely,  Halton Hills</p>	<p>west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-305	Jun 7-11	<p>Mr. Neil Ahmed, P. Eng., Consultant Project Manager McCormick Rankin Corporation 2655 North Sheridan Way, Suite 300 Mississauga, ON L5K 2P8 Phone (toll-free): 1-877-522-6916 Fax: 905-823-8503 Email: project_team@gta-west.com</p> <p>Mr Neil Ahmed,</p> <p>I live at  . Your corridor looks as if it will be in my back yard and curve and turn south at Old School Rd. and Hwy 10. I have Etobicoke Creek next to me and a over 100 year old forest behind me. I can't believe that you plan on destroying all of this. Your Hwy should be going further north to clear this forest and curve down at Mclaughin Rd (west of hwy 10) or along side the rarely used railway tracks. Our whole neighborhood in this area will be fighting this, I myself have spent hundreds of thousands of dollars in renovations on my home because of the natural beauty around my home. You should be using the open fields just north of this great forest for your hwy. You can reach me by phone to discuss this further at </p> 	<p><i>Sent Nov 23-11</i></p> <p>Dear :</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. 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It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
WF-208	Jun 7-11	<p>The study area coming down to the 410 -- impedes the development process of this industrial proposed lands. Our land is in process of environmental process for industrial. Therefore, we feel there should be some kind of guarantee that the study won't impede on the development opportunity of these lands. The 410 had the opportunity of going north many years ago and it was decided not to do it. The 410 goes over to highway 10. Dixie road could be made wider to accommodate the traffic to the 410 in this section of land. We object to the infringement of our development process.</p>	<p>Sincerely, The GTA West Project Team <i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>With respect to your comments on the Preliminary Route Planning Study Area, please note that the study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Please note that at this stage of the EA process, the GTA West Preliminary Route Planning Study Area represents an area sufficient to allow for the consideration of a reasonable range of alternatives.</p> <p>It is noted that if a new corridor is the preferred solution, it will not be possible to avoid all potential effects however the Preliminary Route Planning Study Area provides the flexibility to develop efficient designs while providing opportunities to minimize impacts to future development areas as well as to the existing natural, cultural and social environment to the extent possible.</p> <p>It is important to recognize that a reasonable range of route connection alternatives be carried into the next stage of the environmental assessment process so that the best balanced solution can be found that will serve the transportation needs identified while minimize the impacts on the natural, socio-economic and cultural environments.</p> <p>We have reviewed and carefully considered your concerns over the inclusion of lands in the 410/Mayfield Road area into the GTA West Corridor Preliminary Route Planning Study Area. We have looked at a number of options to provide the connection between the new corridor and Highway 410 as an alternative to the existing 410 and Highway. Based on our review of the constraints presented wrt to natural features, development proposals, built communities, highway geometric design and traffic operations, it is imperative and prudent that a reasonable range of alternatives be included in the Stage 2 EA to fully examine their advantages and disadvantages.</p> <p>As such, consideration will be given to broaden the Preliminary Route Planning Study Area in the Highway 410/Mafield area so that there would be more opportunities to avoid or minimize effects to planned developments and natural features during the EA Process.</p> <p>We will continue to work with Town of Caledon to discuss issues associated with the Highway 410 connections.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Nov 23-11</i></p>
EM-306	Jun 8-11	<p>Good Morning,</p> <p>Please find attached letter with our feedback to the west corridor planning.</p> <p>Thank you, [REDACTED]</p> <p>[REDACTED]</p> <p>Norval ON [REDACTED]</p>	<p>Sincerely, The GTA West Project Team <i>Sent Nov 23-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>June 3 2011</p> <p>RE: GTA WEST CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT</p> <p>On May 27th we received a letter in the mail from the Town Of Halton Hills regarding the discussion of a new north/South highway. Our home is located on 5 Sideroad between 9th and 10th line, just south of Georgetown. From our understanding this new highway is still under review and is open for discussion. The idea of having a new 400 series highway basically in my backyard would have a very negative impact on our family as well as bring the value of our property down. Noise and exhaust from the vehicles would have a very negative effect on our health and would remove the very essence of country living. Surely there must be other options available that would not impact so many people. Perhaps consider widening an already existing road. Trafalgar Road runs north south and links to 401/407 – my recommendation would be to expand Trafalgar Road instead of building a new highway.</p> <p>Thank you for taking the time to read our letter and please consider us when making this decision</p> <p>Sincerely, [REDACTED]</p>	<p>operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-307	Jun 8-11	<p>To whom it may concern,</p> <p>Please find attached letter with regards to the GTA west corridor planning assessment.</p> <p>Thank you, [REDACTED]</p> <p>[REDACTED]</p> <p>Norval ON [REDACTED]</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

GTA West Corridor EA

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#	Comment Date	Comment*	Response
		<p>RE GTA WEST CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT</p> <p>We are responding to a letter we received in the mail May 27 with regards to a potential new 400 series highway to be located between 5th and 10th side roads. Our home is located on 5 Sideroad between 9th and 10th line, just south of Georgetown. From the GTA west corridor planning and environmental Assessment study we understand that this topic is open for discussion/review. We are land owners who take great pride in our land and our homes. We moved here to raise our children and to be close to nature. If a new highway was to be built it would destroy our property value and all that we have come to love with regards to living in this quiet rural area.</p> <p>We do not want a new highway built in our area, and strongly recommend that other more economical options with less impact on the people who live in this area are considered.</p> <p>Sincerely [REDACTED]</p>	<p>operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-209	Jun 8-11	<p>The transportation corridor option chosen should include corridors already in existence - 4.1 and 4.2. Options 4.3 and 4.4 will cause the greatest disruption to the natural environment and human environment. The Green Belt and Niagara Escarpment Protection Area were created to protect what little natural and agricultural environment exists in Southern Ontario and catering to the automobile and truck traffic is jeopardizing the health of these environments.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your preference for Alternatives 4-1 and 4-2, and opposition towards Alternatives 4-3 and 4-4 have been noted.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition,</p>

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#	Comment Date	Comment*	Response
			<p>specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-210	Jun 8-11	<p>I'm sure you're getting a very large amount of negative feedback for this project. As a member of the Halton Hills community, and proud inhabitant of Southern Ontario, I would like to express my full support for development of the proposed Highway from Milton to Vaughan area (as well as the traffic flow and management initiatives). We need to expand the highway system in Southern Ontario to ease the pressure on the 401, as well as improving public transportation everywhere. This needs to be done as soon as possible, so Halton Hills doesn't get over-developed before they can put the highway through between 5th and 10th Sideroad.</p> <p>██████████</p>	<p>Sent Nov 23-11</p> <p>Dear ██████████:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your support for the project has been noted.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-211	Jun 8-11	<p>Hi,</p> <p>My name is ██████████. I am a large land owner on the west end of the City of Vaughan. ██████████</p> <p>██████████ After reading through the entire process posted on the website, two principles that I feel will be in contradiction if you go through my properties is as follow:</p> <p>1) Avoid built up areas -We currently own and run two successful business on these lands and will continue to do so, providing tax dollars and jobs to the community. If a route goes through these properties there will be large losses of revenue and jobs. 2) Produce an efficient design which considers crossing angles of roads railways, rivers etc.</p>	<p>Sent Nov 23-11</p> <p>Dear ██████████:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Project Team has noted your concerns and the potential impacts to your lands and the businesses operating on them. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p>

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Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>- If a route was chosen to go through my lands, you would have to cross through a Hydro transfer station to the west of my properties, a railway track, through my businesses, and huge valley lands. This doesn't seem like an efficient design, more so like a very costly, unthought out plan.</p> <p>I would like to be involved in all processes of design and decisions, as it has a huge impact on the viability of my businesses and land use.</p> <p>Sincerely,  </p>	<p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-212	Jun 8-11	<p>To many areas that are Environmental sensitive to the proposed areas. And also home to over 479 bird species.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear :</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Project Team has noted your concerns about potential impacts to environmentally sensitive areas and birds. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-	Jun 9-11	Ontario's 'GTA West Corridor Environmental Study' proposes a transportation /	<i>Sent Nov 23-11</i>

GTA West Corridor EA

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308 / WF-213		<p>power transmission corridor from the Hwys. 9 & 400 area southwest, bypassing Metro Toronto and linking with Hwy. 401, to provide for future movement of people, goods and energy. The Study's preferred alternative, Option #4.3, would slash through Halton Hills' Official Plan for agricultural and employment lands, bypassing the ever-growing Hwy. 401 bottleneck in the Milton area, to likely join into the 401 around Tremaine Road. This is really "bittersweet" for Halton Hills ratepayers. While possibly providing a Georgetown/ Norval bypass (paid for by the province) some of our agricultural and employment lands would be lost, impacting our tax base and our "open, small town" feeling while creating a barrier to N/S movement in Halton Hills. The Citizens Advisory Group (of which, I am a member) has considered a wide range of information since 2008. In my view, <u>Option 4.4</u>, flowing more westerly, north of Halton Hills into the Guelph/401 area ... provides an overwhelmingly beneficial, <u>long-term</u> solution to the provinces' power-transmission / transportation corridor needs over the next 20-30 years. Again in my view, Option 4.2 ... which would have less negative impact on Halton Hills (than Option 4.3), only just delays [for a few years, at best] the inevitable further growth of "gridlock" in the too-narrow, land-locked, Hwy. 401 corridor through the Milton area. The Province has given the public until June 30th to respond.</p> <p>Georgetown</p>	<p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-310	Jun 9-11	Project Team,	Sent Nov 23-11

GTA West Corridor EA

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		<p>Having read all available studies and notices, I am pleased to have the opportunity to comment on what MTO representatives have presented as a fait accompli. No grading of gravel or pouring of concrete has yet taken place, so we should continue to evaluate all available options. Please note the following concerns about the proposed GTA West Highway, now entering Stage 2 of EAS:</p> <p>1. The route follows a path that maps directly onto existing farmland. I understand the practicalities of building in green fields, but I argue against the connotation of farmland as "undeveloped." Unless we are standing in a large forest of maples and oaks, the land is developed. Our farm, like all of those around us, is productive. Our municipality (Halton Hills) has expressed its desire to preserve farm-designated land to retain the rural nature of south Halton Hills. Therefore, development, for the purpose of increasing assessment values and property taxes is not a real justification for the creation of a freeway and the inevitable warehousing and trucking support facilities that will crop up alongside.</p> <p>The existing 401 corridor is the best place to build more capacity between the escarpment and 407. We have in this corridor what can be called installed facility (road beds and graded ditches), existing grade separations that can be altered and expanded, and minimal disruption of existing farmland. The farmland between 5 and 10 Sideroad, not to mention in Brampton and Vaughan is more productive than the empty land adjacent to the existing 401/407 corridor. Why then, do we consider removing farmland from productive use to be easy and desirable when we do not consider removing existing commercial buildings adjacent to the 401 to be the same? If productivity is the argument, then talk to the people to whom we pay our property taxes. Halton Hills has expressly designated this area as farmland. Yes, the traffic would end up a few kilometres to the south at the current intersection of 410 and 407, but this model already functions very well for both the 407 and the 403. Neither are direct. Both make use of what were existing corridors. The GTA West plan should also make use of existing corridors. Widen the 401 between Mavis and Tremaine (as is planned anyway), expand the intersection between 401 and 407, and extend the GTA West highway north along the boundary between Halton and Peel then east as required. Follow the precedents set by the creation of 403 in Mississauga and 407 between 401 and 403. Do not build a highway that is parallel to an existing corridor only a kilometre or three south. Even if the widening of 401 encroached on a few existing parcels of developed land (say, through Milton), move the buildings, raise the sound barriers, and treat that developed land in the same way that you are treating developed farmland.</p> <p>2. Please avoid escalation of commitment to a declared course of action. Just because the MTO planners and GTA West advocates have declared that the favoured plan is best does not mean that we cannot all change our minds and improve the eventual outcome. Favoured means favoured. Favoured does not mean that the plan is optimal. Responding to feedback, data, and better ideas does not make any of us indecisive or wishy-washy. Rather, it makes us open minded and rational. There is nothing worse than public money being spent on a project for no good reason. Continuing with a plan because we said we would is not a good reason. Once concrete gets poured, very few people find themselves rational enough to stop a failed project. Instead, we repeatedly see completion of bad ideas for completion's sake. Today, next week, next month are all still early enough to choose the existing 401 corridor without any loss of face, loss of jobs, or loss of public money. I can hear the counter-arguments: "Well, we can't stop the EAS process!" Yes, we can; stroke of a pen. Don't worry, I'll talk to your boss. And so will my friends.</p> <p>3. At one of the public meetings, I heard an MTO representative say, in the same breath, when asked about rail, that "Rail is a very good option. We don't do rail." This is a very snappy answer to an earnest and honest question. Why "we don't do rail" is a complex phenomenon that has to do with history and political decision making. Why we subsidize trucking is an equally complex and political situation. I resent my money being spent on roads that trucks can use, and use, and use. Yes, they pay fuel taxes, but the intake of funds never quite catches up with the output. I would rather give tax credits to rail operators and have more freight trains rolling around than build new highway corridors that require orders of magnitude more land. This may not be GTA West's pervue,</p>	<p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your detailed comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant comments and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the</p>

GTA West Corridor EA

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		<p>but building a new highway corridor through farmland in the GTA is only going to make the problem worse.</p> <p>Thank you, sincerely, for the opportunity to comment. Please contact me if required.</p> <p>All the best, </p>	<p>public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-215	Jun 9-11	<p>An interesting report. However it falls short dealing with the transportation issue facing commuters in their day to day battle with traffic congestions issues of North Sout transportation corridors are dealt with litely. The main transportation corridor east to west is to far south to serve any meaningful purposes. Would havea greater impact if it was furter north around hwy 24 and come in by Cambridge and exited at 404. Combine that with North South corridors to meet up with other transportation hub you may just serve Ontarrions into the future. Present proposal will be absolute before the construction will even start. I have mention this several time at meetings but obviously I have not been heard.I think you will find quite a few residence in Halton Hills feeling the same way. I would seem that people and staff in Brampton and Caledon have had a greater impact than thna those from this town.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear :</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Your comments requesting a corridor further north have been noted. Alternatives 4-4 and 4-5, which included a new corridor further north to Guelph through the Niagara Escarpment, were not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. 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Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

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EM-311	Jun 10-11	<p>I understand that the date for comment has been extended until June 30th. If this not the case would you please let me know.</p> <p>Thank you, [REDACTED]</p> <p>To whom it mat concern: Unfortunately I number myself among those who did not know about the highway proposal through Halton Hills. In so far as I seem to be not alone it points to the newspaper as being deficient in getting the information out there. The direct mailing may also be too late in my case, mail delivery is disrupted on the 3rd line because of water line construction and I found the letter from the town dated May 27 in my temporary mail box yesterday June 9^h</p> <p>I have lived on the 3rd line in Halton Hills between #5 and #10 side roads for 43 years. Over those years there have been frequent issues that have threatened this community.... Everything from hydro corridors to the most recent water line that will feed Milton and to which I will not have access. Not only do we have to put up with the construction but there is the real possibility that our well water will be affected. And now this.</p> <p>This proposed construction will carve through a heritage area ... The Scotch Blockone of the earliest destinations for settlers from Scotland and to a lesser extent Ireland. Just up the road is the home of a confederate of William Lyon Mackenzie. The Boston Church is the last of 3 congregations that met on this stretch of the 3rd line. To desecrate this area with a highway would tear this from the knowledge of our children and grandchildren. Thousands of immigrants coming to this country need to appreciate the past and integrate into it as they become full Canadian citizens. We need to respect our past.</p> <p>The belt of viable farm land in Ontario is limited to a ribbon along the great lakes. Once it is gone it is gone for ever. Once again the government can't seem to get its head looking to the long term. There are food riots in the world today and the population and demand for more food isn't going to go away. Why do I see virtually no interest in developing commercial and industrial development into regions of Ontario that is less valuable for food production?</p> <p>The Ontario government did develop a designation of green belts around the city of Toronto. I was immensely pleased but sceptical that it would endure either the pressures of developers or of the government of the day. It seems that green belt promises are completely hollow. The proposed route and connection with 401 is pointless, already that area of 401 is congested to a point of stand still every day. Futurists tell us that building more roads will never solve the traffic problems that many communities face. They call for more creative solutions – rapid transit and commuter rail, incentives to work at home and disincentives to travel into the city, Variable work schedules and tolls on roads to discourage highway travel and build revenue for more lasting solutions. In its infinite wisdom Ontario ignores it all and says let's build another highway which will be obsolete before it is completed.</p> <p>There is currently a huge transportation corridor in 401. If more pavements are necessary expand 401. It is already blight on the landscape. The plan calls for it to be the connection for the proposed highway and will need to expand beyond Tremaine Rd. Reducing the congestion is possible with some of the alternatives that are mentioned above and expanding the number of lanes of the existing corridor will be a stop gap while more lasting solutions are found.</p> <p>Finally this proposal has cast uncertainty on my future. I don't want to live in the shadow of a 4 lane highway. As much as I am connected to this area that have lived in for 43 years if the highway goes through my home and my community will be destroyed. So I will I have to move. What has this proposal done to the value of my home and land? My wife and have been planning some renovations and maintenance. Do we go ahead with those plans or is that money going down the tube? When this is all said and done will my property be expropriated and at what value? What has the announcement of this highway done to the value of my property?</p> <p>I have tried to be thoughtful in this kept my emotions under control. This has created a great deal of stress and anxiety in my family.</p> <p>I completely endorse the Town of Halton Hills in its objection to this plan. The provincial government cannot run rough shod over local communities.</p> <p>If there is any hope that a change in government might reverse this proposal then I for one will be on the side of any candidate that is ready to undue this short sighted plan</p>	<p>Sent Nov 23-11</p> <p>[REDACTED]</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>Lastly, With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (</p>

GTA West Corridor EA

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WF-216	Jun 10-11	<p>QUESTIONS: I have viewed your map of the Preliminary Route Planning, but am unable to decipher if the outlined area (pink) is where the proposed highway is to go. Or, is this the area that would be affected by the proposed highway?? What happens to the homes that fall in the outlined area?? Is there another document or map that is more specific?</p> <p>Any direction would be greatly appreciated. Thank you.</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Preliminary Route Planning Study Area for a new transportation corridor (mapped as the pink lines in the draft Transportation Development Strategy Report). It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-312	Jun 10-11	<p>I have reasons to be alarmed by the proposed GTA West highway that would cut through Halton Hills. My main concerns are that the affected area is prime agricultural land. I am a local resident residing just north of the proposed area, and would be concerned about the increased traffic noise and carbon pollution. After all, I chose rural living like many other Halton residents to get away from the growing congestion of the city. I would like more information of this proposal, including a map of the proposed highway. For your consideration, thank you for listening.</p> <p>[REDACTED]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p>

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The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-313	Jun 11-11	<p>Hello,</p> <p>Today in the mail I received a letter outlining the proposed highways going through our neighbourhood. The one question I have is - what happens to our house? Will this highway go through our house whereas the house will be bought OR will the highways go behind our house whereas we encounter excessive noise? If you could let me know as soon as possible, that would be greatly appreciated.</p> <p>Thanking you in advance.</p> <p>[REDACTED]</p>	<p>Sent Nov 23-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Preliminary Route Planning Study Area will provide a focused area for the start of Stage 2 of the EA – Route Planning and Preliminary Design. It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p>

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WF-218	Jun 12-11	<p>I cannot tell from the map on your site precisely where this proposed hwy runs in relation to my home. I am [redacted] on hwy 25.... [redacted]. will we be affected? where does the proposed hwy go in relation to us? [redacted]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [redacted]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study.</p> <p>The Preliminary Route Planning Study Area will provide a focused area for the start of Stage 2 of the EA – Route Planning and Preliminary Design. It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-219	Jun 12-11	<p>I am very concerned about the proposal to have 2 400 series highways cutting through Halton Hills. Halton Hills is a place where people choose to live to be away from the big city - away from the noise, congestion, pollution and the concrete jungle. It's a small town where you know most of the people in your neighbourhood. It's also somewhat of a rural community surrounded by farmland, with farmers markets like Allison's, Arnold's Greenhouse and Nurseland Christmas Tree farm on the outskirts of the town. The highway proposals threaten to destroy the unique and charming character of Halton Hills. There is a lack of focus on sustainability by our governments. Why do we need to add millions to our population? Where will we get food from once you have paved over the farmland? What impact will this have on our town's well water</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear [redacted]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p>

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		<p>supply? The natural disasters and other problems in the world make it clear that we need to be self sufficient in food production. Your highway proposals rip through our community like a jagged knife and destroy critical farm land. Please reconsider your proposal and the effect it will have our community and food supply.</p> <p>██████████</p>	<p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Project Team has noted your concerns about potential impacts to the Halton Hills area, wells and agricultural lands.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>In addition to agricultural lands, potential impacts to groundwater and noise will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA, Route Planning and Preliminary Design. The work completed during EA Stage 2 will also be supported by environmental field work that will include identifying locations of the most sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
LT-36	Jun 6-11	See LT-36	<p>Sent Dec. 23-11</p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your comments on behalf of Upper Canada College. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p>

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#	Comment Date	Comment*	Response
			<p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-220	Jun 13-11	<p>Dear Project Team,</p> <p>On behalf of the Milton Chamber of Commerce I want to thank you for the opportunity to comment on the GTA West Corridor Planning and EA Study Draft Transportation Development Strategy. I attended the Business Commercial Stakeholders meeting on May 11, 2011 at the Pearson Convention Centre and found the presentation worthwhile and enlightening.</p> <p>We are supportive of option 4-3 which links the new corridor with 401 west of Highway 25 in Milton. In fact we encourage the link to be at the new Dublin Line interchange planned for 2013 - 2014. This will allow our expanding population with an alternative connector to both 400 series of highways.</p> <p>Dufferin Aggregates is also supportage of this linkage point as well. They are a member of the Milton Chamber of Commerce and will be providing materials for the construction of roadways for the next 25 years. Our Board is also supportive of this option as well. If you require any additional information please contact me at my email address provided above.</p> <p>Best Regards,  Milton Chamber of Commerce www.miltonchamber.ca</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear :</p> <p>Thanks for your interest in the study, for attending the meeting on May 11, 2011, and for submitting your comments on behalf of the Milton Chamber of Commerce. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your support for Alternative 4-3 has been noted, as well as your preferred interchange location at Highway 401.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p>

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			<p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-221	Jun 13-11	<p>This highway should not be built and should be taken off the map entirely. It will destroy acres of viable farmland and many rural resident homes as well as woodlands and wetlands. It will not alleviate any of the traffic which follows the 401 from the West to Toronto! Most of the problem is for those who commute from Milton and West directly to the city. Taking a highway to Vaughan will not help the situation. The planners who have already decided the route do not live in the area and have no idea what an impact it would make to Halton Hills. Widening of the 401 is the only choice which would help the painfully slow traffic on its way East to the Metropolitan area. Please consider rail as an alternative as is done in Europe and UK. Or better still, stop any further development in the GTA!!</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of</p>

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			<p>plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-314	Jun 14-11	<p>Stop planning these highways through our town. Option 4.3 will devastate our agricultural lands that we need for farming. Lands are being destroyed everyday to build houses, condos, highways and soon we won't have any natural vegetables, meats or fruits. They will be all brought in from other countries and we will be paying incredibly high prices for our produce. Put option 4.4 into place and spare Halton Hills farm lands.</p> <p>██████████</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear ██████████:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p>

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#	Comment Date	Comment*	Response
WF-223	Jun 14-11	<p>Hi, i was reading the local paper and am aware of the proposals 4-3 and 4-2. my question is, exactly where will these road be put. i live on the 8th line which seems to be the exact location of the east west new highway. what is the recommendation to the location of this road basically where in between the 5th and 10th side road will it be situated. Thanks.</p>	<p>Sincerely, The GTA West Project Team <i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Preliminary Route Planning Study Area Map is available, for your reference, on the project website at the following link: http://www.gta-west.com/pdf/2-2011/6720-GTAW%20Preliminary%20Route%20Planning%20Study%20Area.pdf.</p> <p>The Preliminary Route Planning Study Area will provide a focused area for the start of Stage 2 of the EA – Route Planning and Preliminary Design. It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Nov 24-11</i></p>
WF-224	Jun 14-11	<p>I strongly oppose Option 4.3 for the GTA-West transportation corridor. This plan will pave over some of the finest agricultural land in the region, at a time when locally grown produce is being promoted for the benefits to the local economy and environment. Such high-quality farms in close proximity to a major urban centre are irreplaceable.</p> <p>It will also pose a significant barrier to north-south travel for local residents, especially those who commute from the Georgetown area to the employment lands in north Mississauga, especially via bicycle. Again, a step in the wrong direction when environmental considerations and quality of life for local residents are taken into account.</p> <p>This option will also impact a far greater number of families living in the proposed zone than some of the other options under consideration, given the greater population density in the affected zone. The rural atmosphere of Halton Hills that has attracted many of its residents would be destroyed by Option 4.3.</p> <p>A better option would be a link to the Guelph / Cambridge /K-W area via a route that bypasses the Georgetown municipal area to the north. The Guelph area is experiencing burgeoning growth, and is poorly served by existing major arterial routes. Granted, it passes through the Greenbelt, however all of the other major highways in the GTA (e.g. 401, 400, 404) also dissect the Greenbelt Zone. The benefits to the Tri-city area and the dramatically improved access over existing options would outweigh this. Option 4.3 offers only more of the same to an area that already has a number of significant transportation routes in the vicinity.</p>	<p>Sincerely, The GTA West Project Team <i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such</p>

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			<p>as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>Lastly, a corridor alternative (Alternative 4-4) which crossed the escarpment north of Georgetown to connect with Guelph was considered by the Project Team however Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-225	Jun 15-11	GTA West corridor Option 4.3 is not a good option and very disruptive. GTA West corridor Option 4.4. Also, why not use existing roads and make them wider, more lanes? Therefore not needing to build new roads, and just expanding existing roads. Saves land and money and time I am sure.	<p><i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Project Team has noted your concerns about Alternative 4-3.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p>

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			<p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-226	Jun 15-11	As rural residents of Halton Hills, we are totally against the Corridor Option 4.3 and the destructive impact it will have on Halton Hills agricultural and rural communities. We appreciate there are credible transportation needs to be planned for in the future, consequently we fully support Option 4.4 as a viable alternative.	<p><i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton</p>

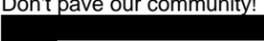
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			<p>area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team Sent Nov 24-11</p>
EM-315	Jun 15-11	<p>To Mr. Neil Ahmed, Project Manager and Consultant, It concerns us greatly that a team of people consider building a corridor to run through Halton Hills. We are residents of Halton Hills, and commuters to the GTA, and we do not want to see a major road break up this beautiful retreat. Please reconsider: We implore you to design more environmentally forgiving plans for future development in our area. The land is important for so many reasons, and there are already roads that take us to where we need to go. Thank you for your time.</p> <p>Sincerely, [Redacted]</p>	<p>Dear [Redacted],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p>

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			<p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-316	Jun 15-11	<p>As a rural residents of Halton Hills we would ask that you consider corridor option 4-4 as the solution. Understandably our goal is to protect and preserve Halton Hill's agricultural and rural communities that are being eroded by a lack of planning knowledge and foresight. Kathleen, we believe your job is to represent the people, protect our interests, not destroy/displace them (for ever) - rural and agricultural communities for super highways. Mr. Ahmed and Mr Wang, we are not isolated, we live here to avoid the cement/ asphalt, traffic and congestion of city life. We ride transit systems - GO trains and VIA trains and have sufficient access to Hwy 401, and 407 (today and tomorrow) Our farmers have enough challenges from land developers to market pricing, and certainly don't need to bulldozers dividing and consuming some of the province's richest farmland. We don't want to pay more for our food because it has to be transported further via super highway.</p> <p>We work in the Big Smoke every day and look forward to returning to our rural community every night and weekend! We ask your support to protect our community and challenge you to find solutions that serve the needs - rural residents and future transportation - of all stakeholders. Wake up, you have alternatives and can preserve one the few rural communities remaining in the GTA.</p> <p>Don't pave our community!  Georgetown</p>	<p>Sent Nov 24-11</p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over</p>

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			<p>the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to Mr. Ahmed's comments regarding isolated features, he was referring to the natural environmental features not the community or agricultural features. The natural features in this area tend to be smaller and more localized than in other areas.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-317	Jun 15-11	<p>To Whom it May Concern</p> <p>Here is my opinion in response to the request for public input regarding a suitable route for additional roads from the Highway 9 and 400 area. Having lived in this general area for over seventy years, I have seen good highway management as well as bad. To plunge another major artery through Halton Hills as suggested in option 4.3 would be a negative one. Why add confusion to chaos. Certainly option 4.4, which is the option which would cross north of Halton Hills into the Guelph area and to points south and west of that, would definitely have long term benefits. One comment that I hear from Americans over and over again is that we have a very poor highway system.</p> <p>Thank you, [REDACTED]</p>	<p>Sent Nov 24-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p>

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			<p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-227	Jun 15-11	<p>Hi!</p> <p>We are considering a move to Guelph Line area of North Milton/Campbellville between 20th and 25th side roads. I have tried looking for a simple idea of what is going on with the development picture on this site and from what I gather, the area we are interested is not affected and may well be designated greenbelt or similar. Can you please confirm what sort of development is on the table (highways, housing, commercial) for the area we are looking at?</p> <p>Thanks,</p> <p>[Redacted]</p>	<p><i>Sent Nov 24-11 via email; undeliverable- Sent by Mail Dec. 23-11</i></p> <p>Dear [Redacted]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Questions regarding the land use, designation and zoning of a property should be directed to the local municipal and Regional staff. Land uses are under the jurisdiction of the Region and its constituent local Municipalities within which the property is located.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-318	Jun 15-11	<p>I strongly oppose the projected highways going through Halton Hills. I moved from Mississauga last year to get away from the noise, congestion and wanted a small community atmosphere for my son to grow up in. Bringing a highway close to town will destroy that. Once again I strongly oppose any new highways in Halton Hills.</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear [Redacted]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your opposition towards a new transportation corridor has been noted.</p>

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			<p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-319	Jun 15-11	<p>Hi,</p> <p>As a resident of Georgetown I have an interest in the plans for this project. Can you please either provide or point me to the alternative routes considered As well, can you provide information on the projected traffic patterns expected from this new road system for each alternative? Finally, is there a summary of the benefits and negative impacts for each alternative?</p> <p>Thanks, [REDACTED]</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions in your submission. The following are the Project Team's responses to your questions that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The full study documentation on need, justification and the consideration of alternatives is available for review on the study website. As part of the study, extensive traffic analysis was completed and presented at Public Information Centre #2. Additional reports and materials about traffic modeling can be viewed on the project website at www.gta-west.com.</p> <p>The summary of benefits and negative impacts associated with each of the corridor alternatives considered can be found in the evaluation tables found in Chapter 4 of the draft Transportation Development Strategy Report, which is also available on the project website.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-320	Jun 15-11	<p>Dear Sir or Madam,</p> <p>I have never before written in protest regarding anything, but cannot stand by while plans are being proposed that will irrevocably alter the landscape of the Town of Halton Hills. I have read through the proposed plans and must urge you not to accept option 4-3 as your final decision. This option would in effect cut off the bottom third of Halton Hills (everything south of 5th Sideroad). While the plan claims that any negative effect could be "mitigated", I highly doubt that a 12-lane highway can be hidden into the landscape.</p> <p>While reading through one of the documents on your website, I was surprised to see an obvious bias towards option 4-3 (east-west from 400 to 401 west of Milton) over 4-2 (north south from 400 to 401 east of Milton). It seemed, reading through the document (http://www.gta-west.com/pdf/2-2011/Chapter%207.pdf) that, despite option 4-2 having many more favourable conditions, option 4-3 was continuously pushed forward, with the document pointing out that negative effects could be "mitigated". I cite the following examples:</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your preference for Alternative 4-2 has been noted.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and</p>

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		<p>Natural Environment "While Alternative 4-3 has slightly more impacts, they can be mitigated through design features that provide for continuous movement of wildlife through the study area." "Overall, Alternative 4-2 results in slightly fewer potential natural environment effects primarily because it is shorter than Alternative 4-3 and because it avoids natural areas in north Halton (south and west of Georgetown to the Niagara Escarpment)."</p> <p>Land Use "From a community character perspective Alternative 4-2 would have the lesser impact due to its shorter distance and fewer direct property impacts" "There are greater direct land use and social impacts associated with Alternative 4-3".</p> <p>Cultural Environment "...Alternative 4-2 results in slightly fewer potential effects to cultural resources, based on its shorter length. However, after additional field work is completed (i.e. during a Stage 2 archaeological assessment and/or Built Heritage inventory) during the route planning phase, impacts to built heritage and/or archaeological resources can be taken into consideration in the route generation and evaluation phases, to avoid or minimize impacts to known features or resources. Therefore, the overall net impact of Alternative 4-3 can be reduced".</p> <p>Economic Analysis "These lands would be directly served by Alternative 4-2 in a linear fashion, in a more comprehensive way than Alternative 4-3....Alternative 4-2 also assumes a good economic link to the QEW through 407 ETR...." "Alternative 4-3 cuts "cross-country" and does not directly serve the employment areas south of Georgetown (in Halton Hills and Brampton)..."</p> <p>Agricultural Industry "Alternative 4-2 is less likely to fragment agricultural operations, as it is shorter than Alternative 4-3 and can likely accommodate a route that follows the existing lot pattern. Alternative 4-3 is more likely to fragment agricultural operations due to its cross-country routing. However, these impacts can be mitigated as discussed in the previous section (Social Environment/Land Use)."</p> <p>While I appreciate that "mitigating" efforts may be made, the impact of option 4-3 will completely fragment Halton Hills, and will have a dramatic effect on our Town - no amount of "mitigation" will reverse this. I fully understand the need for transportation planning, particularly in light of the growth that Halton Hills will face over the next twenty years. Since I assume at least one highway is an inevitability, I would ask that Option 4-2 be strongly considered as the sole option (and not in addition to 4-3), as it will have a lesser impact on both our rural areas, water, wildlife, and culture.</p> <p>Kind regards, [Redacted] Georgetown, ON [Redacted]</p>	<p>recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-321	Jun 15-11	<p>To Whom It May Concern,</p> <p>We in Halton Hills know the traffic situation in this area because we deal with it daily , but we also know the impact your proposals for two freeways going through prime agricultural land will have on the community. Within the last two years we have been burdened with a new gas power plant along the 401 corridor in Milton and near the Georgetown area. In addition to the added pollution from this gas powered plant, you expect this community to accept two major freeways that will add even more pollution. It will forever change the lives and the health of the people in this community. At some point we have to start thinking of the quality of life for the people living in Halton Hills, not to mention that farms have been passed down from one generation to the next in this community. How far do we have to go to get our food? Let the famers continue</p>	<p>Sent Nov 24-11</p> <p>Dear [Redacted]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work</p>

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		<p>earning their living. My family and many families like mine recognize the importance of local farming. Do you? Mayor Rick Bonnette has corresponded with your committee and discussed alternatives. Have you been listening? Have you ever even considered widening the existing 401, or even building on top of it?</p> <p>Sincerely, </p>	<p>before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-322	Jun 16-11	<p>I wish to register my complaint re the proposed plan - I feel like my mayor - Rick Bonnette - that a better alternative should be looked into due to the fact it will have disastrous consequences for Halton Hills. It will affect the rural green plan which we all need as well as destroy farming land that we all need. Please add me to the list to rethink this plan.</p> <p>Regards  Georgetown</p>	<p><i>Sent Nov 24-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
			<p>before any decision on next steps is taken.</p> <p>The Project Team has noted your concerns, particularly regarding potential impacts on farm land, the natural environment and Halton Hills.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-323	Jun 16-11	<p>Hello,</p> <p>Please refrain from going with Alternative 4-3!!!! This will have a long lasting negative impact on Halton Hills. For once please listen to the taxpayers in Halton Hills!!!!!!!!!!!!!! We do not want it! I trust that you will make the right choice.</p> <p>Regards, [REDACTED]</p>	<p><i>Sent Nov 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Project Team has noted your opposition towards Alternative 4-3.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-324	Jun 16-11	<p>As a 35 year resident of Georgetown I am concerned that the path of the highways through the areas south of Georgetown toward Milton will occupy and therefore waste many hundreds of valuable acres of agricultural land. There is less agricultural land in the GTA every day and that is already under pressure from development by residential builders as well as expansion of supporting infrastructure such as roads and public buildings.</p> <p>Please consider alternatives that would expand traffic on existing routes such as Hwy 401 and Hwy 407 instead of laying waste to valuable farm land.</p> <p>[REDACTED]</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p>

GTA West Corridor EA

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			<p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-325	Jun 16-11	Please listen to our Mayor 's objections on subject proposals and respect the residents and constituents of Halton Hills. We do not want this in our precious rural community!!	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-228	Jun 16-11	<p>We do not want the super highway period. But if it is to go forward, then every consideration should be given not only to the environmental impact, but the long term effects of living near such a highway.</p> <p>Due to health issues (severe allergies) our daughter was experiencing living in the north Missisagua Area (Meadowvale, we choose to relocate to the Georgetown area. And surprising the severity of her allergies lestened. It is well documented that urban smog traps allergens.</p> <p>I work downtown Toronto and use the GO transit service to commute to and from work. I travel on average 3 hours a day to go to work. How much further will I be expected to travel to try to avoid the urban smog? Instead of investing in these super highways, maybe money should be invested in public transportation. What about a transit system paralleling the 401?</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>

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		<p>I moved from Alberta to Ontario in 1986 and experienced the massive highways in Toronto. I honestly thought that in 25 years a solution would be in place to deal with all the cars. How naive I was. But if we don't start to do something about it now, it will be another 25 years and thousands upon thousands of hectares of precious farmland and greenspace will be lost forever.</p> <p>Please, I beg of you rethink this decision to put in a super highway.</p> <p>Sincerely, </p>	<p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. 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EM-326	Jun 16-11	<p>If I may reiterate the same sentiments and also ask, does not anyone take into consideration the environmental impact or the foreseeable health issues caused from lack of green space to clean the air and the addition of pollution into the air?</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>

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			<p>You had raised a relevant question in your submission. The following are the Project Team`s response to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-327	Jun 16-11	SAY NO TO ALTERNATIVE 4-3!!!!	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED]:</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. The Project Team has noted your opposition towards Alternative 4-3.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-229	Jun 17-11	I am [REDACTED] of the Hornby Area Ratepayers Association (HARP). Many HARP members live within the Study Area and HARP as their representative would appreciate being kept informed of the progress of this project. Please can you therefore add me, [REDACTED] to your Contact List?	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential</p>

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			<p>improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-328	Jun 17-11	<p>Good day and thank you for taking the time to read my comments. I am a resident of Georgetown (south), ON and have grave concerns about the proposed GTA-West highway expansions. If these two super freeways go through as proposed, it would negatively impact my life as well as all neighbouring residents. Georgetown is too small for something so major.</p> <p><u>PLEASE re-assess these proposals!</u></p> <p>Best regards, [Redacted]</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear [Redacted],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The Project Team has noted your concerns about potential impacts to the surrounding Georgetown area. The Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-329	Jun 17-11	<p>We strongly oppose the wanting to put 2 freeways through Halton Hills. This is wonderful agriculture farming land plus we live here to be away from all the hubbub of freeways etc.</p> <p>[Redacted]</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear [Redacted],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study.</p>

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			<p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-230	Jun 17-11	<ol style="list-style-type: none"> 1. Assinine plan. 2. As my house value has already begun plummeting how do you plan and assess for those properties you are about to ruin? 3. Why are residents and business' that are in the immediate study area not being directly contacted and informed of the study progress? 4. Why has there been no attempt to follow existing r o w's or hydro corridors? 	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-	Jun 17-	Dear GTA West Project Team,	<i>Sent Dec 21-11</i>

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#	Comment Date	Comment*	Response
231	11	<p>Having looked at the various plans and maps and listened to discussions in the town of Georgetown, I believe that the best option is plan 4-2. 4-3 was highly touted by your staff but I believe it would not do any better than 4-2 but also bring additional problems to the town. It would create a barrier to long-term plans to keep the Greenbelt lands green, and separate the southern part of our town from the north. I have read of many similar roads, viaducts and highways built through various towns that divided neighbourhoods and destroyed the character of the places they went through. Please re-think your desire for 4-3. 4-2 would accomplish the same goals but be much less disruptive.</p> <p>Sincerely, [Redacted]</p>	<p>Dear [Redacted]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The Project Team has noted your opposition towards Alternative 4-3, and preference for Alternative 4-2.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-330	Jun 17-11	<p>Dear Madame Minister: Regarding GTA West Environmental Assessment Study, I do not wish to have Proposal 4-2 or 4-3 go through Halton Hills. I have lived in the Georgetown part of Halton Hills for more than 43 years. It is a beautiful community and countryside. These 2 proposals will take away our natural beauty. What about all the beautiful Greenlands we have here in Halton Hills? We cannot build on Greenlands. Is a highway appropriate? I think not. Why not look at the widening of Highway 401, as an alternative. Thank you for letting me voice my opinion.</p> <p>[Redacted] Georgetown, ON [Redacted]</p>	<p>Sent Dec 21-11</p> <p>Dear [Redacted]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The Project Team has noted your opposition towards Alternatives 4-2 and 4-3.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10</p>

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			<p>lanes further west to Highway 6 in Guelph.</p> <p>The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-331	Jun 18-11	<p>Dear Neil Ahmed:</p> <p>I realize that I am responding later than the June 6, 2011 deadline date regarding the plans for this GTA West Corridor. Having received this letter at the beginning of June, since it was dated May 27, 2011 - that didn't give anyone much time to think and reflect on what this looks for business or for those, like myself, who is a homeowner. So I am responding at this time and hope that you will take the time to read and respond to this email. First of all, I would appreciate more information on exactly what the plans are for this corridor, when construction is being planned to begin and how long it will take. I am truly bothered about plans for this corridor, since I don't think it really considers the impact it will have on residential homeowners.</p> <p>I live just south of 10th Sideroad on 6th Line in Georgetown. So when I look at the plans we are right at the top of where the corridor might be going. At no time have we received any information about this GTA West Corridor - connecting Highway 400 to Highway 401. Do you really have to cut right across established communities and basically ruin any uniqueness and quaintness within the community. A corridor is going to kill our community of Georgetown. What was the 407 about? Was that not meant to minimize congestion and improve the flow of highway traffic?</p> <p>I guess you are getting the brunt of my frustration - but I just wonder when does development stop or even slow down. How many highways and bi ways have to be built before someone says, "Enough!" So I guess in the end, I want to know exactly how this is going to affect me as a homeowner, what will this do to the price of our property (because right now I'm thinking no one is going to want to buy it knowing that a highway is going to come across it), which then means that is has decreased the value of our home - so where is our compensation in that? This was meant to be our retirement property - this is what we have worked hard for and strived for - so that when it came to retirement time, we were financially secure. This home was and is our investment. What now? What are the plans for protecting the homeowner?</p> <p>Thank you for your time, </p>	<p><i>Sent Dec 21-11</i></p> <p>Dear :</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>It should be noted that the footprint (or, right-of-way) for the proposed corridor is estimated to be 170 m, while the study area shown is approximately 3-5km wide. The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA (Route Planning and Preliminary Design).</p>

GTA West Corridor EA

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#	Comment Date	Comment*	Response
			<p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-332	Jun 19-11	<p>As a resident of Georgetown, Halton Hills for over 40 years, I feel I need to voice my opposition to The G.T.A. West Environmental Assessment Study which recommends the construction of the east-west super highway, 4-3, running just south of Georgetown to Tremaine Road. This will totally fragment the agricultural land in the southern portion of Halton Hills and mean a significant loss of prime farmland in the G.T.A. As I'm sure you are already aware, only 6% of Canada's lands are suitable for farming. Of that small percentage only 0.05% is designated as class 1. Now, 51% of this is in Southern Ontario and it is disappearing at an alarming rate, much of it being paved over. A second, north-south, super highway, 4-2, is also being proposed at this time. The ideal option, I think, would be to focus on expanding our rail service and encouraging its use.</p> <p>Thank you for reading this.</p> <p>Georgetown, Ont</p>	<p>Sent Dec 21-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. 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Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and</p>

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			<p>recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-334	Jun 20-11	<p>Good afternoon</p> <p>My wife and I wanted to take the opportunity to stress our opposition towards the proposed Halton Hills highway corridor expansion between # 5 and # 10 Sideroads. We are adamantly against the highway corridor expansion for several reasons including the following:</p> <ul style="list-style-type: none"> o Destruction of scarce prime agricultural land that is close to population centers o Deterioration of Halton Hills rural atmosphere o Noise and pollution concerns for resident close to proposed site o Strain on current inadequate infrastructure due to increased vehicular traffic o Threatening safety of residents due to increased vehicular traffic <p>We are relatively new residents of Halton Hills and appreciate the rural character and tight knitted community atmosphere that is so hard to find in other communities. We feel that this would be destroyed by introducing highway corridors in south Halton Hills and are also extremely concerned about the points referenced above. Therefore we urge you to consider other options.</p> <p>Thank you,  Georgetown, Ontario</p>	<p>Sent Dec 21-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of woodlots and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the</i></p>

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			<p><i>Greater Golden Horseshoe (2006) and Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-233	Jun 21-11	<p>When I read the letters of June 14th, 2011 in the Independent Free Press (Georgetown) it angers me that there does not seem to be any concern to conserve our farm lands from destruction with the proposal for new 400 series highway across these precious lands. What should be concentrated on is reducing accidents, horrendous "rush hour" traffic jams with the resultant waste of vast quantities of gas throughout Canada and reducing the carbon footprint.</p> <p>This is easily achieved by separating trucks and other vehicles as the two do not mix well given the attitudes of some truck and car drivers. Instead of building new roads as we already have sufficient coverage all over the place, build a second level steel structure of two lanes in each direction on both top and bottom, covered with old tires (as a for instance to get rid of the tire mountains,) with approx one inch holes to allow rain and snow to pass through so very little plowing will need to be done during the winter on the upper level, as concrete and asphalt does not work as can be seen from the Gardiner for instance too much maintenance, then you can have trucks, other commercial vehicles and vehicles with trailers on the low road, with cars and pickups on the high road. Trucks and other large, slow to accelerate vehicles will not hinder anyone as they also have to overtake occasionally, and impatient drivers will not endanger other road users. It does not matter how wide the road is made, the 14 lane 401 highway through Toronto proves that, but we have empty skies screaming out to be utilized. Will it be expensive – sure – you already know that, but not as expensive as buying the land then razing it to provide a ribbon of asphalt that already costs close to one billion dollars per kilometer of road to build, and we still have the farmers fields and green space left to enjoy not only for our life time, but also for our children and grandchildren. This is responsible planning.</p>	<p><i>Sent Dec 21-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. 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EM-336	Jun 21-11	<p>THIS IS TO INDICATE OUR FORMAL OBJECTION TO THE PROPOSED EXTENSION OF THE HYGHWAYSYSTEM EFFECTING OUR PROPERTYON REGIONAL ROAD 25N. WE ARE BOTH SENIORS HOPING TO ENJOY OUR RETIREMENT IN OUR HOUSE NOW THRETEEND BY THESE PLANS OF THE REGION. OUR TAXBILL HAS EVER INCREASED THINCE WE PURCHASED THIS PROPERTY IN SEPTEMBER 1997 . WE WHERE MADE TO BELIEVE THAT NO DEVELOPMENT COULD OCCUR SINCE THIS EDGES THE " GREENBELT ".</p> <p>WE ENJOY THE NATURE AROUND US AND USE THE TRAILS WITH ALL ITS VARIETY OF PLANTS AND ANIMALS. ALL THIS WOULD BE DESTROYED BY FURTHER HIGHWAYS. WILL THERE ANYTING OF NATURE LEFT FOR OUR GRANDCHILDREN AND THEIR CHILDREN? GOVERNMENT MUST TAKE A GOOD LOOK AT OTHER COUNTRIES THAT BUILD PUBLIC TRANSIT - NOT MORE HIGHWAYS THAT LEAD TO MORE AND MORE POLLUTION. WE ARE ALSO CONCERNED ABOUT LOOSING A GREAT AMOUNT OF VALUE OF OUR LIFESAVINGS INVESTED IN THIS PROPERTY.</p> <p>HOW WILL WE BE COMPENSATED? PLEASE REGISTER OUR CONCERNS AND OUR OBJECTION TO THESE PLANS.</p> <p>SINCERELY [REDACTED]</p> <p>HALTON HILLS , ONT. [REDACTED]</p>	<p>Sent Dec 21-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These</p>

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#	Comment Date	Comment*	Response
			<p>measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-234	Jun 21-11	The proposed 4-3 and 4-2 super freeways that are going to ruin Halton Hills and waste taxpayers money need to be either re-routed or an alternate proposal (ie: rail) made. This is not going to solve a transportation issue as there is not an issue North of the 401 corridor. That is where your focus needs to be and if necessary expand the 401. Halton Hills does not want a freeway let alone 2!	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Your opposition towards Alternatives 4-3 and 4-2 have been noted.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph.</p> <p>The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p>

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			<p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-337	Jun 21-11	<p>In regards to the highways proposed – the highway that will cut through south Georgetown will severely change the complete environment around this area. There is really no good reason for this and other alternatives should be considered. People want quality of life and I believe that the transportation corridors can be planned in such a way as to preserve the quality of life in Georgetown.</p> <p>Regards, [REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The Project Team has noted your concerns about Alternative 4-3 and the potential impacts on the natural environment and the integrity of communities.</p> <p>The Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
LT-37	Jun 8-11 (Rec Jun 13-11)	See scan of LT-37.	<p><i>Sent Dec 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 8, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Block 61 West and Block 41 in the City of Vaughan have been reviewed as part of the study process. While both areas are subject to approval by the City of Vaughan, neither Official Plan</p>

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			<p>amendments have received final approval. Therefore, the Official Plan designations shown on the Study Area maps continue to be the correct approved land use for those areas. We note that the Province continues to be involved in discussions regarding the proposed Official Plan Amendments and their relation to the Growth Plan and GTA West Study.</p> <p>We note that the City of Vaughan Official Plan must be consistent with the Provincial Growth Plan. Consideration of the GTA West Corridor is included in the Growth Plan (2006). Planning decisions made following the Growth Plan must consider the implications of a transportation corridor through this general area.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>
LT-38	Jun 9-11 (Rec Jun 14-11)	See scan of LT-38.	<p>Sent Dec. 23-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The Project Team has noted your concerns about Alternative 4-3 and the potential impact on Class A farmland and the natural environment.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p>

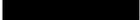
GTA West Corridor EA

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			<p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
LT-39	Jun 13-11	See scan of LT-39.	<p>Sent Dec 23-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your extensive comments. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your support for the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-338	Jun 22-11	<p>Dear sir/madam:</p> <p>I am deeply concerned about the environmental impact of the proposals for the GTA West Corridor. Firstly, I am concerned that the concept of "a seamless, integrated transportation network" is not radical enough because it still presumes on over-development of road transport.</p> <p>Secondly, "seamless integrated transport" needs to take account of environmental impact in all its facets: economic, environmental, social etc.</p> <ol style="list-style-type: none"> It has to be affordable for the users; but can we as a province and nation afford not to do something radical to solve the transportation needs while attending to environmental impacts It must involve capital investment from all sectors (federal, provincial, regional, city, tax payer and user) The true costs of road transport vis-a-vis goods by rail and passengers by integrated mass rapid transit systems need to be assessed. For example, the incrementally increasing tax revenues from gasoline sales should have/could have been invested in getting people off the roads into efficient mass transit systems. We also need to factor in costs like car purchase, operation, insurance and maintenance plus costs of providing parking at home, places of work, recreation and shopping. The true environmental costs of development of massive multi-lane highways in terms of irreversible destruction of good arable lands and woods, not to mention problems of added infrastructure (including extensive parking areas adjacent to roads, and shopping centers) with loss of groundwater etc., need to be part of the picture. Integrated must mean that in addition to serving main centres, there are interconnecting networks of local, mass and mass rapid transit systems. There must be many social impacts. The contemporary phenomenon 	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize</p>

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		<p>of road rage (while attributable to a number of other factors) is partly attributable to such things as the frustrations of time-consuming road travel.</p> <p>I have taken time to read most of your detailed report, and realize in all the verbiage and detail that many if not most of my concerns are addressed in some way.</p> <p>But it seems to me that the bottom line is that the priority of road transport must become a thing of the past. We have to invest in making radical changes which will be more efficient, less damaging to our personal and social health and happiness, and less destructive of the environment and climate. At the same time it has to be effective and meet the needs of a changing culture and growing urban population.</p> <p>Sincerely,  Acton, Ontario, </p>	<p>our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-339	Jun 22-11	<p>Neil Ahmed</p> <p>Over the past couple of months I have read about the provincial sales pitch to run 2 super freeways through Halton Hills. Providing adequate roadways is important. Just take Trafalgar Rd South from Georgetown in the morning rush and you quickly agree we need to widen the road. That said running a super freeway called 4-3 south of Georgetown would have a negative outcome for Georgetown and the agricultural lands around the area. If the Independent news paper showed a simple drawing of this freeway (a solid thick red line) going east to west through Halton I'm sure all citizens of Georgetown would ask some questions. Such as the questions raised by Jim Bray " would this freeway effect our tax base, create a north/south traffic barrier and/or destroy our rural atmosphere"? Knowing a freeway is coming I would support option 4-4 where it will run North of Halton Hills into the Guelph area. I'm hoping others are sending you emails with the same message.</p> <p>Regards  Georgetown, Ontario </p>	<p><i>Sent Dec 21-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p>

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			<p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your preference for Alternative 4-4, Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-340	Jun 22-11	<p>Markham, ON [REDACTED]</p> <p>Mr Neil Ahmed McCormick Rankin Corp Via email: project_team@gta-west.com</p> <p>Dear Sir :</p> <p><u>Comments on GTA-West Corridor Draft Transportation Development Strategy Report</u></p> <p>Thank you for advising us that this draft report was released in March, 2011 and that comments are being received. As you know, <u>Transport Action Ontario (TAO)</u> has been actively following and commenting on this project. Our last commentary was August 14, 2010. We also note that the report "GTA-West Transportation Model Technical Background" was released in February, 2011. We intend to review this report in detail and comment at a future time. Although I am currently the president of TAO, the comments and questions below reflect only my personal views. However, I believe that my colleagues likely share my views.</p> <p><u>Group 1 and Group 2 alternatives</u></p> <p>1. We support the building block approach and focusing first on Group 1 (Optimize Existing Transportation Network) and Group 2 (New/Expanded Non-Road Infrastructure) during years 0 to 5. Because congestion is a major issue today, we would like to see work on these started asap.</p> <p>2. As part of Group 1, we note that MTO and Metrolinx will explore opportunities to improve currently operating provincial/employer-led TDM programs. The report indicates a need for "legislative changes to address current jurisdictional policy barriers". We would appreciate more details on exactly what barriers exist.</p> <p>3. As part of Group 2, we support a "feasibility review of potential future initiatives aimed at removing freight rail/passenger rail conflicts and providing grade separations at road/rail issues." The report states that this involves MTO/CN/CP/GO Transit/Municipalities. We believe VIA Rail should also be part of this group. We encourage MTO to take the leadership role to get this diverse group assembled and working together.</p> <p><u>Highway Alternatives</u></p> <p>4. The social impacts, environmental impacts (eg salt, barriers), agricultural impacts (eg loss of prime land) and costs of a new highway corridor are substantial. A new highway corridor should be a last resort. Therefore we</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your support for the project and requests for additional work have been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>As noted in your comments, the GTA West study is assessing the feasibility of making the proposed new transportation corridor a highway and transitway and/or truck-only facility (truckway). This would provide a direct connection between Highway 401 and 400, and decrease truck volumes on Highway 401. Some preliminary analysis was carried out to assess the benefits of a truckway. This option is being carried forward for further consideration and analysis during Stage 2 of the GTA West EA Study, Route Planning and Preliminary Design.</p> <p>With regards to your question about highway tolls, the GTA West Study has examined all reasonable alternatives to address the identified problems and opportunities within the study area. The effect of tolling on travel patterns and encouraging the use of transit has been addressed in the study through assumptions on future user costs. For example, the transportation modelling used by the Project Team assumed a 200% increase in auto operating costs (over 2006 levels) and assumed that transit costs will stay at their current level. An increase to auto operating costs could include higher fuel costs, higher fees for auto vehicle licensing, higher parking costs, higher vehicle operating costs, etc.</p>

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		<p>support widening of existing highways (401, 407, 410, 427, 400) prior to developing and constructing a new corridor</p> <p>5. There have been requests from individuals in York Region to extend the corridor eastward. We support the Province in excluding this from the study area, for the reasons given in Sec 6.1.6.</p> <p>6. We also support limiting the north and west borders of the study area to those actually selected, for the reasons given in Sec 6.1.6.</p> <p>7. We also support eliminating Alternatives 4-4 and 4-5 for reasons cited in Section 6.1.6.</p> <p>8. We support the evaluation of the need for a transitway. While it might be expected that an NGO like ours that advocates for sustainable transportation would automatically support a transitway, this is not necessarily so. Transitways consume land and cost money and are only justified if transit demand is high and travel time objectives cannot be met in mixed traffic. For example, toll roads typically have low enough congestion that travel times are good between interchanges, even in mixed traffic.</p> <p>9. We are pleased that our suggestion of a truck-only highway was evaluated and appears to have significant benefits to both truck and auto traffic. We encourage further work.</p> <p>10. A study on financial incentives for industry to use more TDM, transit and rail should be initiated.</p> <p>11. The Table in Section 6.1.6 indicates that the travel demand analysis incorporated higher fuel prices. Our brief review of the Modeling Report was unable to find any details on this point. Can you please provide more details?</p> <p>12. A sensitivity analysis on the effect of tolling this new highway should be conducted. It is quite likely that in 20 or so years, many if not all 400 series highways in the GTA will be tolled.</p> <p>13. We note that this project will likely trigger a Comprehensive Study under CEAA. We would appreciate being notified when this study is initiated.</p> <p>We look forward to continued dialogue on this project.</p> <p>Yours truly, </p>	<p>Tolling is a policy issue that is not being considered at this stage of the study. Tolling may be reviewed as an implementation consideration during later stages of the study.</p> <p>With regards to your inquiry regard modeling assumptions, the modelling assumed a 200% increase in vehicle operating costs (in real terms excluding inflation). This covers a series of potential factors that may increase the cost of driving including higher fuel costs, higher fees for auto vehicle licensing, parking costs, transit fares, vehicle operating costs, etc.</p> <p>As per your clarification question about the statement in the report which states that there is a need for "legislative changes to current jurisdictional policy barriers", currently the Metrolinx program for Transportation Demand Management (TDM) programs only extends to their current jurisdictional boundary of the GTA and Hamilton. The Project Team is proposing to extend TDM into Guelph and beyond, therefore there are some boundary issues that need to be dealt with through legislation, i.e. to extend their jurisdiction or use some other vehicle to see an extension.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-341	Jun 22-11	<p>Dear GTA West team,</p> <p>I would like to offer my opinion on the proposed freeway running through the Town of Halton Hills. As a resident of more than 40 years, I have 4 major objections to this proposal.</p> <ol style="list-style-type: none"> 1. The proposed route would cut the town in two, cutting off the rural area of the town from services in Georgetown. 2. The proposed route would pass through a prime agricultural area, paving over land which has been designated as agricultural in the town's official plan. This would impact several working farms in an area close to major urban centers which are a market for their products. 3. This area contains many significant natural features including wetlands which provide nursery areas for birds such as great blue herons and woodlots which are examples of Carolinian forests. Carolinian forests provide one of the most diverse ecosystems in Canada and are home to threatened and endangered species which would be severely impacted by loss of habitat and the decline in air quality produced by a super highway. 4. The new highway is described as "a new transportation corridor from Highway 400 to north or south of Guelph". The route through Halton Hills will not serve either of these descriptions. It will be longer and less direct and therefore more costly in terms of time and gas consumption for motorists. It will also require the purchase of more land in an area of higher property values. It will also put a third highway in extremely close proximity to both the 401 and the 407(a road 	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road</p>

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		<p>which is under used through this area). I have looked at the maps of group 4-4 and 4-5 and feel that group 4-4 - the more northerly route - would better address these issues.</p> <p>Thank you for your consideration.</p> <p>Yours sincerely, [REDACTED]</p>	<p>infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of woodlots and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-235	Jun 23-11	<p>Please no more highways and roads. No more degradation and destruction of habitats and ecosystems. Highways and roads destroy habitats & ecosystems and cause the further degradation and destruction of habitats and ecosystems in southern Ontario.</p> <p>Each new highway and each new road represents massive habitats destruction in itself and opens many new possibilities for habitat and ecosystem destruction. Highways and roads are the essential precondition for destructive mines (Melancton Township, Ring of Fire), massive urban sprawl and much more destructive development.</p>	<p><i>The below is also a response to additional comments sent in via EM-345. See EM-345 to review the additional comments. Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your webform comments on June 23, 2011 and your email comments on June 24, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

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		<p>The 220-year history of European settlement in Ontario is a history of continuous, relentless habitat & ecosystem degradation and destruction. Ontario and national government have, since the beginning, engaged in aggressive degradation and destruction of habitats and ecosystems. Our current provincial and national governments are no exception.</p> <p>Please stop the degradation and destruction by ending the building of new highways and roads and by undertaking the restoration of what has already been lost. Please protect and restore, don't develop and destroy.</p>	<p>operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submissions. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The GTA West Project Team recognizes that new transportation infrastructure can have impacts on environment. The Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-342	Jun 23-11	To the Project Team: From: [REDACTED]	<p><i>The below is also a response to additional comments sent in via EM-398. See EM-398 to review the additional comments. Sent Dec 22-11</i></p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>The proposed highways will see our immediate neighbourhood with the 401 & 407 to the south of us, one new highway immediately north of us and another just east or west of us. It goes without saying that this will not have a positive impact on the area.</p> <p>We assume that these two highways are to tie in with the mega mall being built at Mississauga & Heritage Rds and Bovaird Dr. This combination will certainly change dramatically the community of Georgetown with overwhelming growth and development. Having raised three children in this community and having 3 grandchildren living here now, enjoying the quality of life that the area offers, it goes without saying that we are strongly against these changes. I have 4 questions:</p> <p>1) Where will the interchanges for these highways be? Has there been a traffic study done for the local roads and the effect that it will have. 5 Sideroad has no shoulders and has a school at the corner of Trafalgar Rd. An interchange at the new highway and 5 sideroad would definitely have a great effect on traffic volume. If there hasn't been a traffic study done as yet, will there be assurances that there will be one done before interchanges are decided.</p> <p>2) Who will be responsible for sound barriers to lessen the noise impact of these proposed highways? Will they be incorporated in the building of the highways or will it be the responsibility of future development?</p> <p>3) What effect will there be on the local roads during the long-term construction of these proposed highways?</p> <p>4) Will they be toll roads?</p> <p>Thank you for your time and let me again confirm that we are on record that we are <u>very</u> much against these two proposed highways and the effect that they will have both on our immediate neighbourhood and our community.</p> <p>Sincerely, </p>	<p>Dear ,</p> <p>Thank you for your interest in the study and for submitting your comments on June 23 and July 7, 2011. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submissions. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>With regards to your question about highway tolls, the GTA West Study has examined all reasonable alternatives to address the identified problems and opportunities within the study area. The effect of tolling on travel patterns and encouraging the use of transit has been addressed in the study through assumptions on future user costs. For example, the transportation modelling used by the Project Team assumed a 200% increase in auto operating costs (over 2006 levels) and assumed that transit costs will stay at their current level. An increase to auto operating costs could include higher fuel costs, higher fees for auto vehicle licensing, higher parking costs, higher vehicle operating costs, etc.</p> <p>Tolling is a policy issue that is not being considered at this stage of the study. Tolling may be reviewed as an implementation consideration during later stages of the study.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements, location of local interchanges and their connections to local road networks and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
EM-343	Jun 23-11	<p>RESIDENT'S COMMENT – GTA WEST CORRIDOR (section between Winston Churchill, 8th Line, 5th and 10th Side Roads, Town of Halton Hills) By [REDACTED] Norval (Halton Hills), ON [REDACTED]</p> <p>Since 1969 I have been a resident and property owner on 10th Line Esquesing south of 5th Side Road. I live in a community that is a real hamlet of half a hundred homes straddling the line and on the north side of Steeles Avenue. The proposed multilane highway for the south-east corner of Halton Hills will affect over 100 residences on at least 120 separate properties. A six lane highway slicing through this area will be a real physical barrier - a canyon, a fast flowing uncrossable river, both with toxic effect on the surrounding area. This highway will be a physical barrier and a boundary in a true geographic manner. It will affect planning and zoning in general as well as municipal and public services provided to the residents of this corner of the Town of Halton Hills. The highway, if built, will affect my environment as well as other aspects of my community life and services. My neighbours and I will be in an enclave bordered on three sides by a highway looking longingly across the fields to the east at a growing planned community of homes and residences with full services. I will wonder where the children in my neighbourhood will go to school? When will the ambulance arrive coming from somewhere north of the proposed highway? Can the municipal fire department get here in time from Georgetown? All the local public recreational and social facilities which I support with my taxes will be inconveniently located on the other side of six roaring lanes of 24 hour traffic. Do I really need to find my way across the new highway to go shopping to Georgetown with major regional roads leading me to the east? What about the farms being sliced up in my now rural neighbourhood? Will some of the chunks of land lie fallow as unfarmable or expropriated? What about my future services? Will this enclave be last on any new services such as gas, water or even land based internet? What effect will all of these burdens, inconveniences, nuisances and potential hazards have on the property value of my home and my neighbourhood?</p> <p>These questions define only some of the risks and hazards of the proposed road. If this bad idea of a roadsite turns to pavement then mitigation of the dire consequences may be found in a realignment of municipal boundaries dictated by the location of the highway. The westerly boundaries of Peel Region and City of Brampton should then as a part of the highway construction be extended west to the proposed leg of the highway through the southeast corner of Halton Hills. Residents and homeowners of the proposed enclave will have a chance at the benefits of services, schools, fire and ambulance, accessible recreation and planning available to the homes there or to be built in clear sight of 10th Line. The realignment concept may also be relevant to the lands south of the proposed Milton link. Boundary realignment will play havoc with existing local and regional planning and its tax base for the area, but that and the solutions are to be a part of the price of the road. Both the social cost and its effect on the environment must be considered and resolved in favour of the residents affected. There is more to all of this than toxic smells, constant noise, lower property values and worries about drinking water. No one should be asked to accept a new life of a second class citizen relegated against his or her will in a compound walled in by roads and man made administrative boundaries and at the same time take a financial beating on the major asset of most families – their home.</p> <p>Andrew Stabins [REDACTED] Norval (Halton Hills), [REDACTED]</p> <p><u>List of issues that require answers:</u> <ul style="list-style-type: none"> - Access to schools - Effect on ambulance services - Effect on fire protection services - Access to recreational services - Access to commercial services - Effect of road on the 10th Line Community (this is a de facto hamlet) </p>	<p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>With respect to your comments about the municipal tax base and boundary realignment, those issues will require discussions and decisions among municipalities and/or the province government</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<ul style="list-style-type: none"> - Effect of all of the above on the municipal tax base and future taxes (cost of services, loss of land or its best use) - Effect on farming operations in immediate area and generally with land divided by barrier highways (fractured farm units, drainage) - Timely availability of new or better services – gas, hydro, water Environmental issue – air - with two existing highways to south and existing gas-electricity plant - Environmental issue – noise (don't tell me to go inside and turn the air conditioner on) - Environmental issue – effect on local shallow groundwater (run off from petrochemicals on pavement, construction of highway) - Economical issue – property values - Commencement and conclusion of construction (projected dates so as not to continue to continuing alarm and anxiety) - Municipal boundary realignment compatible with location of highway (must be part of current planning process – mere yes or no alone insufficient) 	<p>which are beyond the scope of the GTA West Study. However, those issues could be raised and addressed to the appropriate governments during subsequent stages in the study process.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. As the study moves into Stage 2, more detailed studies will be undertaken which will further assess the issues you raised. Extensive consultation with all stakeholders (including municipalities) and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-236	Jun 23-11	<p>My opinion is that the highway SHOULD NOT be built in, near or around the Greenbelt. What are the effects from the highway onto the environment and to sustainable growth in the future 10, 20 years from now? If that highway was built through the Greenbelt, then likely within several decades other developments would also be built near the highway, therefore the environment of the Greenbelt would suffer and thus, human health. Why further deteriorate environmental and health issues when other alternatives can be used?</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p>

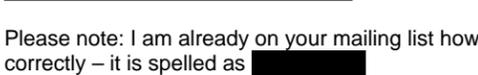
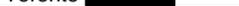
GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
			<p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-237	Jun 24-11	Please keep new roads to the north and not emptying out on the 401. Thank you.	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You raised a concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>A northerly corridor alternative was considered, but was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-344	Jun 24-11	<p>I attended the meeting last evening at Glen Cairn golf club and wish to thank you and your team for the presentation, answers and patience. I am a resident of Halton Hills (Trafalgar Road and Steeles Avenue area) with some questions that I did not ask last evening for which I would appreciate your thoughts.</p> <ol style="list-style-type: none"> Please confirm that the Stage 1 Cost and Constructability factor includes costs for the mitigation of the impacts on the Natural, Land Use/Social and Cultural factors. The Summary of Evaluation Findings indicates the process used a 'reasoned argument evaluation' and both quantitative and qualitative measures were used. What was the weighting of the factors or relative importance of each criteria? Was the weighting quantitative or qualitative or both? Please provide the current MTO policy on the minimum distance between interchanges on limited access roads such as the 401 and how that distance is measured i.e. overpass to overpass or end of on ramp to start of off ramp. Also please provide the relevant distances between Winston Churchill Blvd, 407 and 	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments via email and phone. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>

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		<p>Trafalgar Road and Regional Road 25 and Tremaine.</p> <p>4. Is an interchange planned for 401 and Sixth Line (either as part of the GTA West corridor or otherwise)? If so is it a full interchange?</p> <p>5. I am having difficulty envisioning a connecting interchange for the GTA West Corridor and 401 and 407. Is the current thinking an additional interchange or expanding existing on and off ramps? Is a schematic or drawing available?</p> <p>6. There was a reference to a lack of a back up route or redundancy for the 401 in the Halton Hills/Milton area. Is the 407 not considered as a back up route? If not what are the criteria to evaluate a back up route?</p> <p>Thank you for your thoughts, I look forward to your responses,</p> <p>Regards  Georgetown, ON </p> <p>Please note: I am already on your mailing list however the name is not spelled correctly – it is spelled as </p>	<p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>As part of the Stage 1 process, each of the corridor alternatives were evaluated using factors and criteria approved by the Minister of the Environment in the GTA West Corridor Terms of Reference (July 2007, approved March 2008). The criteria in each factor group (Natural Environment, Land Use / Social Environment, Cultural Environment, Area Economy, Transportation and Cost and Constructability), and measures for each, were intended to assist the factor-specific environmental specialists in determining the overall impact of the various alternatives on the natural, social and cultural environments. For each criterion, potential effects were measured using qualitative and quantitative measures. A numerical weighting system was not applied. The Cost and Constructability Evaluation Factor assessed each alternatives potential to ease implementation and considered relative cost, relative property impacts, feasibility / difficulty and requirements for environmental mitigation.</p> <p>To determine the overall impact, the specialists used the reasoned argument approach and considered how the various factors and criteria interact and function together, ie. Comparing the cost of the corridor alternatives to its associated environmental impacts. The full study documentation on need, justification and the consideration of alternatives is available for review on the project website at www.gta-west.com.</p> <p>In accordance with the Geometric Design Guideline for Ontario Highways, the minimum interchange spacing between arterial roads is desirably 2 km in urban areas, and in rural areas interchanges as a general rule are spaced at between 3 km and 8 km. This distance is measured between the arterial crossing roads. As part of our evaluation, we assumed a broad spacing which is in the higher range, closer to 6km.</p> <p>The GTA West Corridor would connect to the existing Highway 401/407 interchange. Interchange types and locations have not yet been determined. Preliminary Design for the connection will be developed during Stage 2 of the EA Study (Route Planning and Preliminary Design) which will involve comprehensive data collection, the generation, and evaluation of various route alternatives and consultation with area stakeholders. This will lead to the selection of the preferred route for the corridor and the preliminary design of that route. Upon completion of Stage 2 of the EA, the preferred alignment and right-of-way requirements for the new corridor will be determined. Similar to Stage 1, extensive consultation with all stakeholders will occur during Stage 2 of the EA to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives.</p> <p>With regards to your comment regarding 407 ETR as a back-up route, 407 ETR is a tolled highway and is located approximately 10 km south of Highway 401 in the Halton Region section. It does not provide inter-regional connection between communities north of Highway 401 (e.g. Milton and Halton Hills) to Peel Region.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements, location of interchanges and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-345	Jun 24-11	<p>Dear Ms. Wynne, Mr. Sorbara and Mr. Bevilacqua,</p> <p>Please say no to the proposed "Greenbelt Expressway" through Vaughan. The project would damage the Greenbelt and hurt the province. This and other similar projects would eat away at the Greenbelt, turning it into a scarred patchwork and then into just another area of urban sprawl, with a few ecologically degraded parks.</p> <p>The government of Ontario and participating municipalities are to be commended highly for creating the Greenbelt. It is a great Ontario achievement and inspiration for the whole of Canada and North America. But to become an enduring achievement and permanent legacy for all Ontarians it must be protected for all time. It must not be whittled away. The Greenbelt is too valuable to compromise or sacrifice.</p> <p>Please go green: protect and restore habitats and ecosystems everywhere.</p> <p>Sincerely,  Toronto </p>	<p><i>For response, see WF-235</i></p>
EM-346	Jun 24-11	<p><i>See scan of EM-346 letter.</i></p> <p>Please see attached my letter. I don't understand that anyone has the right to make you have to sell your property to them, just to please others. People work had the get to what they have and then have it taken away. I was at the meeting last night and I don't think that they are going about it the right</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p>

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		<p>way. The one question that was asked (how would you like it if it was your home taken from you) was very appropriate. Some people have no regard to others as long as it doesn't effect them.pr</p> <p>██████████</p>	<p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised a relevant concern in your submission. The following are the Project Team`s responses to your concern that may assist in understanding the scope and process of the study.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concern about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-238	Jun 24-11	<p>I believe the Greenbelt is an extremely important part of Ontario's environment that provides both health and social benefits to those in southern Ontario. I urge that other transportation routes be considered, rather than endangering the delicate nature of the Greenbelt.</p> <p>Sincerely, ██████████</p>	<p>Sent Dec 22-11</p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised a relevant concern in your submission. The following are the Project Team`s responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all</p>

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			<p>impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-347	Jun 24-11	<p>Attached please find my submission to the GTA West EA.</p> <p>June 30, 2011 Mr. Neil Ahmed, P.Eng., Project Manager McCormick Rankin Corporation 2655 North Sheridan Way, Suite 300, Mississauga, ON L5K 2P8</p> <p>Re: GTA West Corridor Draft EA Comments on the Draft Transportation Development Strategy Report</p> <p>Dear Mr. Ahmed,</p> <p>The preamble to the GTA West Corridor EA states that the purpose of the study is to improve the connection between Vaughan City Centre and Guelph for transportation of good and services. It is my position that the proposed highway should not be built instead the Province of Ontario should invest in transit and rail services.</p> <p>A City of Vaughan Councillor recently made a motion at York Region requesting that the corridor be moved further north. I contend that moving it further north fails to meet the purpose of the EA, to provide a transportation corridor between the urban areas of Guelph and Vaughan City Centre. The City of Vaughan Councillor did not raise any objections until the GTA West Community Advisory Group Meeting # 8, May 3rd. Councillor Schulte asked why the Moraine was excluded from the study area. She contends that putting the road in Vaughan would destroy valuable farm land in the Greenbelt and asserted that the Oak Ridges Moraine would be a better choice.</p> <p>I agree with the Councillor that the location of the proposed highway in Vaughan would negatively affect the Purpleville creek, a cold water fishery and the Humber River Valley however, any alternative locations must be consistent with</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton</p>

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		<p>the purpose of the EA. Moving the corridor north does not meet either the need or the purpose of the study. A better alternative is to widen the existing roadways serving Vaughan City Centre and improve and build new rail connections across this area rather than build a new highway in the Greenbelt.</p> <p>Further, it is my contention that the GTA West corridor is not consistent with the Provincial Places to Grow policy. The lands immediately adjacent to the corridor are designated Greenbelt lands and are primarily rural and natural heritage. The Places to Grow policy encourages intensified growth in urbanized areas to discourage encroachment into Greenbelt lands to encourage better utilization of our existing infrastructure. Building a new highway across agricultural and predominately rural lands to service urban centres is not consistent with a sustainable planning approach when there are viable alternatives.</p> <p>There are currently plans to improve transit and provide commuter links to Vaughan City Centre via the subway link and LTR and to Guelph and Bolton two urban centres which this highway will service. These improved transit services will result in less commuter traffic on the roads in Vaughan and allow truck traffic easier access. Improvements to rail corridors and incentives for industry to rely on rail rather than trucking to get goods to market, needs to be a high priority. In terms of managing existing highways, new HOV lanes on Highway 400 will encourage carpooling during rush hours again resulting in less congestion on our highways making it easier for truck traffic.</p> <p>I commend the provincial government in the planning policy documents created since 2004 such as the Place to Grow, Greenbelt Plan and Metrolinx Plan. I anticipate that the actions of the province will be consistent with the intention of the Greenbelt and Places to Grow policies to limit new infrastructure in the Greenbelt where other alternatives exist. Rather than build the GTA West in the Greenbelt I encourage the Province of Ontario to invest these funds in the Metrolinx plan and rail upgrades and incentives as part of an integrated transportation network to improve the movement of goods and services and manage congestion and reduce commuting times.</p> <p>I reiterate, the focus of investment in transportation should be on expanding the transit network, encouraging rail service and providing an active transportation network rather than creating more 400 series highways across the Oak Ridges Moraine and Greenbelt.</p> <p>Sincerely,  Nobleton, ON </p>	<p>area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-348	Jun 24-11	<p>Neil Ahmed, I am now retired at 72 I have never contacted you before. I decided to retire in Georgetown after 25 years of living here. My Concern is we DO NOT NEED A NEW HIGHWAY RUNNING THROUGH GEORGETOWN.....</p> 	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
			<p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team Sent Dec 22-11</p>
EM-349	Jun 25-11	<p>Mr. Neil Ahmed P Eng. Project Team Manager GTA West project_team@gta-west.com</p> <p>Response By the Preservation of Agricultural Lands Society to GTA West Corridor Planning and Environmental Assessment Study Draft Transportation Development Strategy Report - [REDACTED]</p> <p>On behalf of the Preservation of Agricultural Lands Society, (PALS), I am pleased to respond to the Draft Transportation Development Strategy Report for the GTA West Corridor Planning and Environmental Assessment Study. The report will be the basis for important decisions which will have a long time impact on land use in the western half of the Greater Toronto Area.</p> <p>1. PALS is Pleased with the Recommendation that New Transportation Corridors Will not be Established West of Milton</p> <p>At the outset, PALS is pleased to express our relief that the draft strategy report recommends against any new transportation corridor, which in non specialist language means corridor for a limited access expressway, west of Milton. We agree with the draft report's conclusion that having a corridor west of Milton "will result in greater potential direct effects to the natural environment and heritage e features, as well as existing communities." We also agree that "the preferred plan avoids the significant effects associated with a new crossing of the Niagara Escarpment or crossing long sections of the main Greenbelt policy area."</p> <p>As a long standing member of the Coalition on the Niagara Escarpment (CONE), PALS applauds the draft recommendation that the Niagara Escarpment not be breached with another expressway corridor. The avoidance of this proposal will also have the beneficial impact of concentrating growth south of the arc of the headwaters of the streams to Lake Ontario that are along the Niagara Escarpment and Oak Ridges Moraine. Protecting such watersheds from urban sprawl is one of the main goals of the Ontario Greenbelt legislation and Places to Grow.</p> <p>2. Draft Report Fails to Justify Four New Transportation Corridors</p>	<p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting comments on behalf of the Preservation of Agricultural Lands Society (PALS). We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>While PALS supports the decision not to have any new corridors west of Milton, we do not believe the draft report provides justification for the four new transportation corridors it is recommending. The area between Highway 401 and Highway 10, Highway Ten to Highway 400, Highway 427 to Highway 400, and the construction of a North-South Link to Highway 401/407. At the outset, we believe that a strongest land use planning framework, which would support higher land use densities supportive of transit, would reduce the justification for these proposed corridors.</p> <p>3. Existence of White Belt in Study Area Shows that it is Possible to Have a Stronger Land Use Planning Framework in Study Area.</p> <p>The term "<i>White Belt</i>" has been developed to describe the area between the "<i>Protected Countryside</i>" established by the Greenbelt, and the urban zoning limit of existing official plans. The White Belt is especially wide in this study area - in other parts of the Greenbelt, notably Boyd Park, Burlington and Niagara, it does not exist. It appears that the proposed 4 corridors will all traverse part of the White Belt, increasing pressure here for urban boundary expansions</p> <p>PALS believes that there is no justification for the existence of the "<i>White Belt</i>." From an urban needs standpoint, we do not believe there is justification for any urban boundary expansions in the greater Toronto Region. Incorporating the "<i>White Belt</i>" lands into the Greenbelt to prevent urban expansions would be a sensible measure to reduce automotive dependency in the study area.</p> <p>PALS also wishes to stress that the agricultural land in the "<i>White Belt</i>" in the study area is of high quality. We agree with the draft report's observation that , "<i>There are vast areas of Class 1 soils and prime agricultural land in both Greenbelt and non-Greenbelt areas, especially in north Halton and Wellington County.</i>" It also notes that "<i>agricultural land throughout Halton Region</i>", the area which the proposed corridors are planned to be routed, are all "<i>designated as Class One Lands in the Canada Land Inventory.</i>"</p> <p>It should be pointed out that climatic factors mean that Class One land in Ontario, especially in this area close to Lake Ontario, make them more significant than other Class One lands in Canada. Unfortunately, this reality so far at least, has not been appreciated in the GTA West Corridor Planning process.</p> <p>The report points out that at least two of the proposed corridors, are planned to traverse lands in Halton Region that area currently zoned for agriculture. One of these proposals, Alternative 4-2 would consume 112 hectares of Class One land. It is already under intense pressure for conversion away from farming because as the draft report points out, although it is zoned for agriculture, there is a proposal to designate the area as "<i>Future Employment Lands.</i>" If this were to be done, it would create the usual pattern of an expressway being lined with big box stores. Alternative 4-3 would consume 254 hectares of agricultural land. It would also bisect "<i>the large agricultural reserve that is designated in the Halton Region Official Plan.</i>"</p> <p>4. More can be Done to Reduce Automotive Dependency than is Suggested in the Draft Report</p> <p>In our review of the background material associated with the draft report, PALS finds that the report does not acknowledge the extreme nature of the automotive dependency in the communities that are adjacent to Highway 401 in the study area- Milton, Brampton and Georgetown. One of these communities, Georgetown, has no local transit service, only auto-linked GO service to Toronto. The lack of transit within Halton Region inevitably encourages the use of Highway 401 to provide trips within Halton Region by cars, that could be provided by transit if such as service were provided.</p> <p>The report indicates that there are plans within 15 years to have transit connections through Metrolinks. However, the more important problem of the absence of any local transit and improving pedestrian and cycling infrastructure, it has put off to a longer 25 year process.</p>	<p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities.</p> <p>In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>

GTA West Corridor EA

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		<p>One of the reasons given for the proposed corridor is the need to avoid widening the 401 in Milton. However, some of the traffic that clogs the 401 here is from local traffic, which could be diverted with improved transit services in the municipality. The need for a new corridor to resolve this problem, could also be met through a combination of tunnelling and stacking as the 401 goes through Milton.</p> <p>5. PALS Believes Report Fails To Recognize how Extreme Automotive Dependence in Study Area is Perpetuated by Proposed New Corridors</p> <p>In conclusion, PALS believes that the GTA West Corridor Study to date does not appreciate fully the extreme nature of the low density sprawl and automotive dependency that is characterized by the study area. Having four new expressway corridors as is being proposed would basically perpetuate and worsen this situation.</p>	
EM-350	Jun 25-11	<p>I am confident you can find a place for this east/west road which does not destroy precious habitat for our flora and fauna which are already under threat. After all, their future is our future. Please put me on the list to receive all information about the GTA West Corridor. Here are my contact details.</p> <p>[REDACTED] [REDACTED] King City, ON. [REDACTED] [REDACTED]</p> <p>Thank you.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the Study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-351	Jun 25-11	<p>I am extremely opposed to any construction of a highway system closer to the Georgetown area. This will be disruptive to the local farm land, will pose excess environmental (air quality) issues, not to mention noise. Besides that, the 401/407 are already at Steeles avenue, why bring a highway closer to the edge of Georgetown when these already exist so close. The existing 401 should be widened. I take this highway 3 days per week to work and for frolics into the city. Additional lanes to this highway would benefit the current flow of traffic. Getting rid of the bottle neck at Mavis would also alleviate the back up of traffic.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential</p>

GTA West Corridor EA

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		<p>This is only one voice, i assure you, there will be more. We are a small town and I am hoping that our small number of voices will stand strong enough against the construction of a new highway close to our quiet town.</p> <p>Sincerely [REDACTED] Georgetown Resident</p>	<p>improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>As the study progresses, specific studies to assess potential noise and air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-352	Jun 25-11	<p>Dear Madam, Please note My family and I have lived in Georgetown since 1967 and we DO NOT WANT AN EXPRESS HIGHWAY so near to Georgetown so PLEASE PLEASE rethink you high handed ideas as the people of this community DO NOT WANT IT. Thank You,</p>	<p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>Another bungle by McGuinty's Government!!! Sincerely [REDACTED]</p>	<p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-353	Jun 25-11	<p>Dear Mr Ahmed,</p> <p>What a disaster a "Greenbelt Expressway" would be. Here's why. A large body of scientists proclaim that 350 parts per million of CO2 is what the earth can sustain. Our Indigenous Peoples believe that 300 ppm is more sustainable. Do you know what we're at today, June 25, 2011? 392 ppm We have passed the point of no return and can only act now to mitigate the coming deterioration in the quality of our lives.</p> <p>Encouraging more cars by building another highway is going in the wrong direction. Moreover, the extraction of gas and oil to feed those cars is environmentally destructive, as is the transportation of those dirty resources. Please stop all plans to construct the "Greenbelt Expressway". Please.</p> <p>[REDACTED] Toronto ON [REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These</p>

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WF-239	Jun 25-11	I urge the Ministry of Transportation NOT to build the proposed Greenbelt expressway. Keep the greenbelt green. Expressways are ALWAYS followed by development. Explore alternatives such as better use of public transit and rail service. We will never be able to accommodate all the vehicle traffic that exists in the future no how many roads are built. People must consider other alternatives and less driving. Put a stop to making the car a king.	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries</p>

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			<p>watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-240	Jun 26-11	Please add me to the email list for information pertaining to the EAS and public information meetings.	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED]:</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-354	Jun 26-11	<p>I am totally against a freeway running through the Town of Halton Hills using our green space when there is precious left. What we need is more rail service. We need to move people to their jobs or wherever they need to go without destroying the environment and adding any further car fumes. This freeway will have a long lasting impact on our town - no matter what the present government of Ontario is trying to have us believe.</p> <p>[REDACTED] Georgetown, ON</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team adopted a building block approach toward the development of a transportation development strategy. This</p>

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Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. 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WF-241	Jun 26-11	<p>I cannot understand why the proposal is to go through prime agricultural land. This is being proposed when the government is pushing for green solutions. The closer the produce is grown to the market the fresher the produce will be and the less environmental impact to get it to market. I am also at a loss as to why you would be looking to make another highway cutting through populated areas. With the financial cost I would suggest that future highways be situated even further north. I bought in Georgetown due to the small town environment whil reasonable location to Mississauga and Toronto. Since then we have had increases to the size of the 401 and the addition of the 407. Now you want to add a third highway in close proximity to South Georgetown. I really feel that this requires further investigation on the financial and environmental impacts prior to moving forward with this proposed highway.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy. The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p>

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			<p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>A northerly corridor alternative (Alternative 4-4) was considered, but was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-355	Jun 24-11	<p>Dear Mr. Ahmed:</p> <p>We are the owners of approximately [REDACTED] in the City of Vaughan. We have reviewed the draft Transportation Development Strategy Report, which represents the completion of Stage 1 of the EA and outlines the preferred transportation corridor alternatives that will be examined in further detail as part of the next stages of this process. The ultimate goal being to establish a new east-west transportation corridor between Highway 400 westerly to link into Highway 401 on the west side of Milton. It will also provide a north-south link to Highway 401/407ETR just west of Milton. As part of the outcome of this study a smaller, and more definitive study area has been established (the "Preliminary Route Planning Study Area"). It is our understanding that this revised study area is intended to scope down and " . . . provide greater certainty to local stakeholders . . ." (pg.191), while providing sufficient room to accommodate several route alternatives for the new highway and its associated facilities, such as interchanges, and that it will be subject to further refinement during Stage 2 of the EA. As landowners within the study area we would like to provide the following comments on the draft Transportation Development Strategy Report at this time.</p> <p><i>Preliminary Route Planning Study Area:</i></p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 24, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area.</p> <p>The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>We have reviewed your comments and offer the following response. The recently released GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your comments.</p> <p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design</p>

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		<p>Exhibit 5-20 (<i>Principles for Defining the GTA West Preliminary Route Planning Study Area</i>) lays out a number of criteria that were examined as part of the exercise to decrease the size of the original study area. This included minimizing impacts to existing environmentally sensitive areas such as the Greenbelt, minimizing impacts on built up areas and minimizing impacts on approved municipal urban expansion areas and approved Secondary Plans. We note that through the northwest portion of the City of Vaughan that the route is narrow in scope and does not take into consideration the significant impact on a portion of the Kleinberg-Nashville Secondary Plan area (approved by City Council in September 2010). The Huntington Road Community is identified in the Secondary Plan as an area for urban development, as shown in Figure 1 (see attached). This area is currently within the existing urban boundary and is designated for residential development in the City's Official Plan (approved by City Council in September 2010).</p> <p>[REDACTED]</p> <p>[REDACTED] the City's new Official Plan identifies the lands east of the rail line as being instrumental in rounding out the Huntington Road Community to create a complete community in the future (Section 2.2.3.7). This is also reflected in the work done as part of the Huntington Road Community Focused Area study which considered the lands on the west side of Huntington Road in planning the land use and infrastructure components of the study, as shown in Figure 2.</p> <p>We would also note that this area has already been identified in your study as having particular challenges with respect to connecting the proposed GTA West Corridor to the Highway 427 extension west of Kleinberg in Vaughan (pg. 150-151) and there is also a hydro transformer station south of Kirby Road, just west of the rail line. As a result, we would ask that the Preliminary Route Study Area be revised to recognize the existing planned Huntington Road Community and continue to ensure flexibility with respect to alignments prior to commencing the next stage of the EA process. Our modification is shown on the attached Figure 3.</p> <p><i>Next Steps:</i> We understand that the Provincial Ministries have opportunity to oversee planning applications and municipally driven planning studies to ensure that the options with respect to protecting the study area and alignment are maintained. Notwithstanding, the document makes reference to the possibility of " ... a more formal form of corridor protection to ensure that land development does not preclude the development of a transportation corridor that meets the needs of the GGH throughout this area." (p. 45). This includes considering a Minister's Zoning Order or an Amendment to the Growth Plan related to the corridor. It is our understanding that such action creates a "freeze" on the lands within the study area until such time as the EA process is complete. We are of the opinion that this action is necessary as the Ministry already has the ability to provide input into any development growth within the proposed study area. Such action would be prejudicial to our ongoing interests in these lands.</p> <p>We would like to thank you for your time and consideration of these matters. Should you have any questions, please feel free to contact the undersigned at [REDACTED]</p>	<p>Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Huntington Road Community</p> <p>We noted that the Kleinberg-Nashville Secondary Plan has been approved by the City of Vaughan. It is also recognized the York Region Official Plan, approved by the Ministry of Municipal Affairs and Housing on September 7, 2010, includes the following policies (Chapter 7):</p> <ul style="list-style-type: none"> • To plan for and protect corridors and rights-of-way for transportation and transit facilities to meet current and projected needs and not permit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned (Sec. 52) • To work with the Province and local municipalities to plan for and protect for the following corridors and facilities, including the GTA West Corridor (Sec. 53) <p>There are a number of constraints through this area, which will have to be taken into consideration when developing alternatives during Stage 2 of the EA Study (Route Planning and Preliminary Design), including:</p> <ul style="list-style-type: none"> • Crossing of the Humber River; • Ability to accommodate a potential freeway to freeway interchange with Highway 427 extension; • Crossing of high voltage hydro tower corridor (500 kV); and • Crossing of CP Rail corridor. <p>The above constraints require sufficient space in the Preliminary Route Planning Study Area to accommodate and develop a range of reasonable alternatives.</p> <p>Stage 2 and Further Refinement</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-242	Jun 27-11	<p>I think that another major lane highway in the GTA is so typical "American" thinking. As a resident of Halton Hills please consider this as my official statement against any highway construction plans in the Halton Hills and surrounding area. The 401 is close enough thank you. As far as Go Train expansion, great idea.</p> <p>Just a reminder that we are Canadians. How about coming up with a more environmentally, creative solution. Versus doing it the American way, cutting down trees and dividing communities!!!</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

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			<p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-356	Jun 27-11	<p>The Kleinburg and Area Ratepayer's Association (KARA) has over 800 members in the Kleinburg/Nashville Area. KARA has reviewed the materials from the GTA West Corridor Planning and Environmental Assessment Study along with a report from the City of Vaughan Commissioner of Engineering and Public Works dated May 31st.</p> <p>In the Vaughan Engineering and Public Works report, it is noted that "the GTA West Corridor is expected to traverse the most intact and sensitive area of the Greenbelt in Vaughan". KARA had previously questioned the GTA West EA Team conducting the study and understands that the parameters given to the team restricted them from looking any further north than the City of Vaughan for a suitable corridor. Therefore, no alternate route has been evaluated for environmental or socio-economic impacts. We believe that there may be alternate routes north of the study area which might prove to have less environmental impacts compared to the current chosen corridor and that a study is warranted to evaluate these alternatives. The eventual extension of the 427 North should also be of significant consideration in the evaluation of alternatives.</p> <p>We are not asking that the route necessarily be changed, or that the current process be slowed in any way. We are requesting that the MTO examine possible alternatives and that the final route be chosen based on data from a comprehensive and complete study. We have asked the City of Vaughan and the Region of York to pursue the same request of the MTO.</p> <p>Without the study, it is impossible to state unequivocally that the best possible</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The preliminary study area, developed as part of the draft Transportation Development Strategy reflects the Purpose of the Study which is based on the transportation policy direction of the Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>. A corridor to the north of the existing preliminary study area boundary would be well removed from the transportation linkages currently envisaged in the <i>Growth Plan</i>, and would further impact the Greenbelt and include new impacts to the Oak Ridges Moraine.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring</p>

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		route has been chosen.	<p>2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-243	Jun 27-11	Please include me your circulation list. Thank you.	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the Study. We apologize for the delayed response. We have added you to our contact list to ensure you are notified of future events.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
LT-40	Jun 23-11	See scan of LT-40.	<p><i>Sent Dec. 23-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p>

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			<p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-244	Jun 27-11	<p>I am vehemently against the GTA-West transportation proposal/area as outlined in the EA study assessment. I want my voice added to the AGAINST side of this entire plan. This is not the Industrial Revolution: we have technologies and techniques that should equip us with better solutions than suggested by your plan. This area has a WORLD Biosphere reserve , a "protected" greenbelt and land "protected" by the Niagara protection plan,as well as important rural/agricultural land, however, all of these "protected" areas will be negatively impacted by the creation of transportation routes, this is confirmed in your FAQ. This is unacceptable and I should not have to state the obvious, but, a complete contradiction of the term "protected". You speak as if this land does not belong to anyone..it is property that may have been passed through generations of stewardship and has provided us with the basic necessities of life, FOOD; there is NO way to mitigate this impact. Furthermore, I do not want to buy all of my goods and now my all my FOOD from China. I will be out of a manufacturing job soon and so will many others by 2031 as these jobs will be lost from this country. Therefore, I see no need for more infrastructure to carry people to jobs they will not have and to carry goods to stores they cannot afford to buy from. From the perspective of a resident and taxpayer of Halton Hills: I am against the Ontario Government wielding power over the local government and people of this town. The behemoth of Government and excessive money(My Money)that goes to fund "studies" and decisions I do not agree with is unbelievable and frustrating. Leave Halton Hills out of the dissection/intersection of highways for the proposed urbanization picture of 2031 and please go back to re-design and re-designate your efforts elsewhere, i.e. CLIMATE CHANGE, GREEN JOBS, SOCIAL RESPONSIBILITY, FAIR TRADE</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about environmental effects, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p>

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			<p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of the completion of this current work and future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-357	Jun 27-11	<p>Hi Neil;</p> <p>As suggested in the June 2nd, 2011 letter sent to all CAG members, I am sending my comments on the Draft Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study to your attention. I ask that you please forward them to the appropriate people, to ensure they receive significant consideration as the Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study gets finalized.</p> <p>In addition, as you are aware, I represented the Valleywood Residents Association (VRA) from Caledon as a member of the CAG. I have kept [REDACTED] VRA Vice -President, continually informed on the progress of the CAG, and the project in general, when I received or became aware of information regarding the project. Since there is no guarantee I will participate in Phase 2 of this project, I am copying [REDACTED] on this email, so the VRA is fully aware of the points I raise, and are well informed when Phase 2 of the Project proceeds.</p> <p>With the deadline for providing feedback to the Draft Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study (the "Draft Study") approaching, I did not want to assume the discussions you were copied on between myself and Mike Bricks would be considered as direct feedback on the Draft Study. Therefore, please accept this email as my formal request to have the information in these discussions (via email) attached, along with Mike's response, formally recognized as feedback on the Draft Study.</p> <p>In addition, I wanted to provide some additional feedback on the CAG process in general, and our specific CAG meetings in particular. My comments on these areas follow. While my comments may be considered a little long and detailed, I wanted to capture all my thoughts, and not short change you in the feedback process by being too brief, but I did try to keep them as focused and brief as possible. (I hope you agree, after reading them!)</p> <p>-----</p> <p>Being perfectly honest, I must admit, based on what I was hearing around our community (from the media, Caledon Councillors, etc.) at the time, I didn't go into the CAG process with much hope it would prove useful. However, the VRA was concerned about yet another 400 series highway being considered for the area - and we all know how the first one turned out when we weren't involved from the beginning - so I agreed to represent them on the CAG. (Remember I lived in that community too, at the time.) I was also very pleased that the Project Team agreed to my CAG membership despite me no longer living in the community. Thank you for your support too.</p> <p>At first it seemed my expectation was going to be met. A very formal, seemingly inflexible, process was unveiled. While statements were made that nothing was predetermined, a lot of the discussion seemed to focus on CAG members pointing out gaps in the Study Area definition, while the Project Team seemed to defend the original boundaries - without any real explanation of why. This was even more apparent when I went to the PICs, which focused heavily on the</p>	<p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>Your feedback about the CAG's progress has been noted. Your generous giving of time and perspective over the course of the study has been greatly appreciated.</p> <p>The CAG has made a significant contribution that has helped to inform the draft Transportation Development Strategy, and the study direction have been enhanced as a result of your participation.</p> <p>Your additional information about potential growth and transportation demands as related to seasonal traffic to cottages in Bruce and Grey Counties is helpful.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. 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		<p>Project Process, and didn't seem to reflect much of the input from the CAG. (In retrospect, perhaps my impatience was showing at this point.) In the meantime, discussions evolved into the Project Process, and CAG's role, right through to defining a set of more focused route alternatives, i.e. propose a specific limited "corridor" within the Study Area, where the GTA West Transportation Corridor would reside. Imagine my surprise when the Project Team was proposing exactly where I was told years before "the deals have been made, and here is where it will go in Caledon", which was well before the CAG had even met.</p> <p>The most critical point, in my opinion, was when the Project Team got down to brass-tacks and presented their more detailed proposed routes, which led to options 4-1 through 4-5. It certainly seemed the CAG members were split on these options. Some were happy to have the route end east of Cambridge, Guelph & K-W, while others felt stopping there was short-sighted and would only result in future problems because longer term needs were not being taken into account during this phase. Once again I was very surprised when the Project Team came to the next CAG advising the proposed alternatives were not the ones taking into account the longer term needs. My biggest disappointment was it appeared Costs and Process were superceding the development of a solution that would both meet the Transportation Needs within the Project's defined time frame, while providing an easy transition when the Transportation Needs are defined for the time frame beyond the Project's - and no one seemed to be looking further than Cost and Process.</p> <p>I was very disappointed when those CAG members from the Cambridge, Guelph, K-W areas stopped attending the CAG meetings, once they heard the proposed route would not be around their area. Obviously, their only participation was for self-serving reasons, and not the betterment of the Transportation Corridors within the Study Area. Perhaps the Project Teams for future Phases can figure out how to screen these types of folks out of becoming CAG members.</p> <p>However, I was amazed when the Project Team came to the CAG meeting with the news a compromise between the two alternatives was now being proposed. Now, I really felt the Project Team was listening. By the way, it didn't matter what the actual proposal was - just that there was significant effort to show the CAG members that they were being heard. Before this happened, I was really feeling the Project Team was documenting what the CAG members were saying, but not really taking it into account when making critical decisions or proposals - which was what I feared would happen before the CAG meetings even began. I'm glad to say - I was wrong. Even though it took a long time, it did happen - and that was the purpose of having the CAG participate in the process. After all, not everything the CAG members was suggesting should have been basically ignored, nor did I expect to have everything to be considered - but a balance was nice.</p> <p>So, imagine my shock when the Project Team further proposed Phase 2 of the Project should look at the 410 connectivity with the GTA West Transportation Corridor. Valleywood had fought for this to happen for years, well before the final design of the 410 Highway, Phase III was approved, as the residents saw what was going to happen (and it has) within that area, based on information readily available from the original MTO Studies and the Town of Caledon's Planning activities. Frankly, I thought I was dreaming when I saw the Project Team's proposal, since MTO staff were also on the Project Team, and they had very strongly resisted considering any changes right up to it being built. Not only did the proposal slightly expand the Study Area on the south boundary in the Valleywood area, i.e. where the 410 Highway, Phase III meets Highway 10, but the proposal even seemed to take into account all the current activity within the community that would be affecting the future use of the 410 Highway within the area. (See my attached email below and Mike's response.)</p> <p>Now that's progress for a CAG! Regardless of what actually ends up being built, at least Phase 1 of the Project has done what's right - on so many fronts. Here's a few I thought I would share:</p> <p>a) the Project Team showed they did more than just record the CAG members feedback, they actually used it! b) most importantly, to me, is the fact the Project Team actually showed they</p>	

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		<p>cared about the feedback from the CAG members. The Project Team had made proposals many in the CAG did not agree with, and seemed "final", yet the Project Team, of their own volition came to the CAG with revised proposals, even calling an additional CAG meeting to review this information with, and get feedback from, the CAG.</p> <p>c) the Draft Study maintained its scope of Transportation Needs with the defined time frame, yet it also made sure it was proposing a solution that would interface easily with and accommodate the Transportation Needs beyond it's defined time frame - as best it could. (At least the analysis was not being done in a vacuum!)</p> <p>d) the Project Team retained alternatives / options that could not be eliminated in Phase 1, as it recognized more detailed information was required to determine what the appropriate alternative / option should be.</p> <p>I sincerely hope the Project Teams for future Phases will have the same approach towards their CAG, and take advantage of their local perspectives and knowledge. Given all the above, overall, I'm pleased to say my original expectations were not met. Even though the proposed route through Caledon is where I was told it would be over 4 years ago, well before the CAG had been formed, perhaps this is because the options in Caledon were limited. I'd like to believe that anyway. However, regardless of the Caledon route selection, I feel the Project Team was successful in how the CAG was allowed to participate in the Process, i.e. with real contributions that did ultimately impact the outcome. What would have been the point if there was lots of discussion, but no real contributions from CAG.</p> <p>Thank you to all the Project Team. A special recognition must go to Glenn Pothier, who had the most difficult job as Facilitator - to keep the meetings balanced so everyone got to contribute and be heard, yet the Processes were followed and the time frames were respected. The time and dedication all the members put into the project was amazing - from my perspective. I couldn't see the CAG being as successful as it was without this significant effort by all.</p> <p>Lastly, thank you once again for the opportunity to participate in Phase 1 of this Project, as a CAG member. I thoroughly enjoyed the experience. I wish everyone all the best for the future.</p> <p>Regards, ██████████</p>	
EM-368	Jun 30-11	<p>Hi Neil; I have just noticed the email from ██████████ sharing his comments on the Draft Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study, which is "attached" below.</p> <p>The one theme that struck me more than anything else, which was also in my own feedback, was how critical a role the 410 / 10 Interchange will play in the future, both for the immediate area and as a gateway to the north. Obviously, ██████████ are both suggesting this must be taken into account when the issue of future connectivity of the 410 to the GTA West Transportation Corridor is reflected in the Final Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study.</p> <p>Although I have already provided you with my feedback, I would like to add one more piece of information that has just come to light as of this Wednesday past. As you know, I do not live in the Study Area, but I live in Durham, Ontario which is in West Grey County. The major counties in the area are Bruce and Grey Counties. The two major industries in the area are Agriculture and Tourism, with Industry third. Wednesday I heard an interesting report that will definitely affect transportation in these Counties, so I thought I'd share a summary of what I heard with you - since the discussion also included a reference to the Study Area of the GTA West Corridor Project. Here's what I heard.</p> <p>It seems over the past few years statistics show folks from the GTA who are looking for cottages, weekend getaways or just to escape to the country are selecting Bruce and Grey Counties as their destination. When surveyed, these same folks have indicated the main reason for this was the commute along the 400 Highway Corridor has become so congested and long that an alternate location was required. With Lake Huron, plus other emmenities and waters</p>	

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		<p>within Bruce and Grey counties, these are attracting much of this traffic (people & transportation) from the GTA. The report went on to say "it was a shame there was no 400 series highway to bring these people to Bruce and Grey counties". However, it was suggested with Highway 10 being 4 lanes up to just north of Orangeville, if it was expanded to 4 lanes further north it would create a Transportation Gateway that would allow excellent access to Owen Sound, Collingwood and Southampton - all areas which in turn provide access to the cottages, weekend getaways or escapes to the country GTA folks are looking to experience. With traffic already increasing up here in the last few years, I can only believe with this strategy, and the possibility of an expanded Highway 10, even more traffic will come into the area. If this traffic is coming from the GTA it makes sense some of it will come along the 410 / 10 Corridor, meaning it too will travel through the 410 / 10 area.</p> <p>While I am not aware any of this has made it to the Official Planning stage yet, it does explain why increased traffic is happening in this area, plus it indicates more traffic will be flowing within the 410 / 10 Corridor - which will definitely have an impact on future transportation growth within the GTA West Corridor Study Area, including the 410 / 10 area.</p> <p>Therefore, I suggest this is yet another piece of information about future growth that will impact transportation in the GTA West Corridor Study Area, so should be taken into account, at the appropriate level, within the Final Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study.</p> <p>Thank you again for taking the time to review my additional feedback, and consider it for inclusion in the Final Transportation Development Strategy Report for the GTA West Corridor Environmental Assessment Study.</p> <p>Regards, ██████████</p>	
EM-358	Jun 28-11	<p>Dear Hon. Dalton McGuinty, Premier of Ontario, Hon. Kathleen Wynne, The Minister of Transportation, Hon. Greg Sorbara, MPP for Vaughan and Mr. Neil Ahmed, P. Eng., Consultant Project Manager.</p> <p>As a resident of Vaughan I am opposed to the GTA west corridor. I do not want to see another highway in Vaughan. Vaughan already has traffic congestion problems and a new highway will not alleviate this problem.</p> <p>It's unfortunate your government continues to pursue this highway as it has delayed funding to public transit infrastructure. As a taxpayer, I believe the Province should focus on continued investment in public transit infrastructure as this is a viable means of reducing traffic congestion.</p> <p>I also have concerns about the negative impact this highway will have to the Greenbelt. I don't want to see the Greenbelt eroded with highway infrastructure.</p> <p>I hope you will reconsider this project.</p> <p>Thank you, ██████████ Maple, Ontario</p>	<p>Sent Dec 22-11</p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. 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I don't want to see the Greenbelt eroded with highway infrastructure.</p> <p>I hope you will reconsider this project.</p> <p>Thank you,   Maple, ON </p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. 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In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the</p>

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			<p>natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
LT-41	Jun 22-11 (Rec Jun 28-11)	<p>I am writing to express the deep concern I share with my constituents regarding the proposed GTA West transportation corridor through the Town of Halton Hills. While I acknowledge the challenges facing the Government of Ontario in addressing growth in the Greater Golden Horseshoe, I am concerned that the benefits of the proposed corridor will be outweighed by the adverse impact that it will have on the environment and our community.</p> <p>According to the recent <i>Transportation Development Strategy Report</i>, much of the land within the proposed GTA West study area is prime agricultural land that is central to the rich agricultural heritage of our region. Any new transportation corridor would erode this heritage and forever destroy valuable farmland. Any new corridor would fragment agricultural operations, and despite suggestions that any such fragmentation could be mitigated, it is difficult to conceptualize a solution to the significant loss and severance of land that spans the length and width of this proposed corridor.</p> <p>Any proposed corridor would also disturb local communities during the construction phase, as well as subsequently increasing traffic levels and noise disruptions following the project's completion. In addition, increased vehicular traffic on the new corridor would exacerbate the environmental problems associated with greenhouse gas emissions. Governments in Canada have made an international commitment to reduce greenhouse gas emissions by 17 percent below the 2005 levels, by the year 2020. A new GTA West corridor would undoubtedly hinder our ability to reach this target by both increasing greenhouse gas emissions and removing a portion of Ontario's agricultural lands that serve as carbon sinks.</p> <p>History has demonstrated that building and expanding highways does not relieve congestion on our roadways. Considering the aforementioned potential deleterious effects that such a corridor would have on the Town of Halton Hills, I believe that the recommended new transportation corridor linking the 400-series highways with the Town of Halton Hills should not proceed. Optimizing existing road networks and expanding non-road infrastructure should be the solution pursued by the Province of Ontario to meet the challenge of growth in the Greater Golden Horseshoe.</p> <p>Thank you for your consideration of this important matter. Do not hesitate to contact me if you require further information.</p>	<p><i>Sent Dec. 23-11</i></p> <p>Dear Hon. Michael Chong, MP,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p>

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			<p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-360	Jun 28-11	<p>Hi,</p> <p>Our property is located on the North side of Steeles Ave, between Ninth and Tenth line was designated before at Employment Land, now it was changed to Future Urban Area.</p> <p>Please explain and define the difference, similarities of these designations and how it will effect present land use and value.</p> <p>Thank you, [REDACTED]</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Questions regarding the land use, designation and zoning of a property should be directed to the local municipal and Regional staff. Land uses are under the jurisdiction of the Region and its constituent local Municipalities within which the property is located. Please contact the Town of Halton Hills Planning Department to explain their change in land designation from Employment Land to Future Urban Area.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-361	Jun 28-11	<p>Neil,</p> <p>We are the planning consultants for [REDACTED] who own lands in [REDACTED] Town of Caledon. Their lands are shown on the</p>	<p>Sent Dec 22-11</p> <p>[REDACTED],</p>

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		<p>attached location plan [REDACTED]</p> <p>On behalf of our clients, we have been monitoring the GTA West Corridor Study and the recently released Draft Transportation Development Strategy Report. It appears that our clients property is located within the southern boundary of the "Preliminary Route Planning Study Area" (as shown on attached figure). We have concerns with the proposed study area boundary as it relates to our clients property and the future expansion of the Tullamore Employment area.</p> <p>Tullamore is an "Industrial/Commercial Centre" in the Town of Caledon and is shown on the attached location plan. Tullamore is anticipated to be a key future employment area for the Town of Caledon and Region of Peel due to its strategic location. An expansion to the Tullamore urban boundary will likely be contemplated by the Town of Caledon and Region of Peel in order to accommodate for future required employment opportunities within the Region of Peel. Having a future east-west transportation corridor (such as the GTA west highway) in close proximity to an expanded Tullamore Industrial/Commercial Centre will certainly increase the desirability of these lands for Employment uses. We do not object to the GTA west highway being proposed for this area, but we do have some concerns with the extent of the study area boundary and inclusion of our clients lands within this boundary.</p> <p>[REDACTED]. We do not believe that a highway route located through this existing golf course would be a logical consideration. We believe that the proposed route boundary should be revised and moved north of the Mayfield Golf Club. In addition, the proposed study area boundary to the west (between Heart Lake Road and Hurontario Street) is located primarily north of Old School Road. Given that the highway will have to be routed north of Old School Road in this area, it seems logical that a routing closer to Old School Road would also be logical for the area to the east.</p> <p>At the April 11 2011 Caledon Council workshop, Town Council indicated to Jin Wang (MTO) and Mike Bricks of your office that the GTA West study needed to recognize Caledon's ongoing planning studies and that the proposed study area boundary should be revised to reflect this. We understand that GTA West project team and MTO are currently working with the Town of Caledon and considering revisions to the preliminary route study area boundaries. Although an expansion to the Tullamore Industrial/Commercial Centre is not a current study that the Town and Region are conducting, it is an important future consideration of both the Town and Region. The GTA West study should take into consideration that additional lands surrounding the existing Tullamore Industrial/Commercial Centre will be required for future employment lands.</p> <p>The location of this east-west transportation corridor should be located closer to Old School Road. We would be pleased to meet with yourself and MTO staff to discuss our comments and the Mayfield West Phase 2 Secondary Plan process in further detail.</p>	<p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 28, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed in consultation with affected municipalities and regulatory agencies. The study area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the proposed connections with Highways 400, 427, 410, and 401; and the crossings of major watercourses, including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for a new transportation corridor, consisting of a highway and transitway and/or truck only facility. The required area includes interchanges to connecting freeways and major arterials, local realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, and transit station parking.</p> <p><u>Stage 2 and Further Refinement</u></p> <p>It is recognized that this study area is preliminary and will be further refined during Stage 2 of the EA (Route Planning and Preliminary Design). The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate. It does not mean an entire freeze on development within the study area limits. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The study area also provides a focused area for the start of Stage 2 of the EA, within which a reasonable range of route alternatives can be considered. We must recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the exact route alignment is selected. MTO will work as quickly as possible to identify a preferred route alternative.</p> <p>We also note that some adjustments are planned in the upcoming version to respond to input received and to better align with key constraints including built area and approved planning area boundaries. This may refine the study area limits near the subject area. That updated study area will not be available until the Spring 2012 when the Transportation Development Strategy is finalized and released for public review.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>
EM-362	Jun 28-11	<p>Dear project manager, consulting teams and politicians.</p> <p>I was at the meeting at Glencairn Golf Club June 23 arranged by a private citizen to provide the project manager and the consulting team an opportunity to discuss their position on choosing alt. 4-3 through Halton Hills. To say they failed to get support for their decision is a large understatement. Two significant questions were not answered.</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential</p>

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		<p>First it was stated that the social and environmental impact of 4-3 was less than the impact of 4-4 and 4-5; but no detail was given, reasons, weighting, etc, etc.. If this detail is somewhere in the unreadable 350 page report I would appreciate a clear package of reasoning be forwarded. Thanks you.</p> <p>Second, the question was asked" how am I compensated for the devaluation of my property while you conduct a 5 to 7 year study for the actual route?" It was not answered. This is what affects me personally the most. I am a senior, retired, expecting to use the asset value of my home to be a building block for future retirement living. Now there is no future. My home asset is frozen during this study period. My freedom of choices has been arbitrarily taken away as there isn't anyone foolish enough to want my property. My property value will not move relatively with the movement of home prices. If fact because of the illiquidity of sale, and the uncertainty of expropriation over a 5 to 7 year period significant value has been taken away from my house value. This needs to be addressed.</p> <p>I have a number of suggestions. First my property taxes need to be reduced. Second, the project could pay me an annual fee with a final settlement (expropriation or no expropriation) on the value differential at the end of the project. Third, the project can buy my property now at values before the project's publicity and I will pay a rental to continue live and upkeep until determination of property status or my need to relocate; the project team thus being responsible for disposition of the property. I hope all parties will respond with procedures and advice as to how I can extract compensation for the significant inconvenience of loss of choices and loss of value</p> <p>Thanks you </p>	<p>improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Alternatives 4-4 and 4-5 were not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>Below is brief summary of the social and environmental impacts of Alternatives 4-4 and 4-5:</p> <ul style="list-style-type: none"> • Alternatives 4-4 and 4-5 result in significantly higher impacts to the natural environment because they cross many sensitive aquatic and terrestrial features and designated areas at the edge and west of the Niagara Escarpment. These sensitive features include evaluated wetland complexes, wildlife species at risk, environmentally significant areas (ESA's) and areas of natural and scientific importance (ANSI's) that are quite large and in many cases will be difficult (or impractical to avoid); • Although Alternatives 4-4 and 4-5 support future growth, they are less desirable as they result in higher direct impacts to existing land uses, properties and agricultural lands; and • Alternatives 4-4 and 4-5 have the longest new corridor sections that may have the largest impacts to potential built heritage features and archaeological resources, as well as the cultural landscape, especially at the new escarpment crossings. <p>The full assessment of the corridor alternatives is presented in detail in Chapter 4 of the draft Transportation Development Strategy, which is available on the project website at www.gta-west.com.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-245	Jun 28-11	<p>I don't want a smelly, ugly, wasteful highway running through my town. Isn't food expensive enough without destroying more farmland?</p> <p>Surely someone working at this organization can come up with an alternative solution to our supposed transportation problem other than "let's run a massive highway through the last green part of Halton". Find another solution and stay the hell out of my town.</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such</p>

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			<p>as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-246	Jun 28-11	Please understand that the proposed highways will adversely affect the town of Halton Hills, both environmentally and economically. The loss of the agriculturally-rich lands within the proposed corridor has a direct and irreversible economic impact on the town. The proposal would choke the local transportation infrastructure. I urge you to please consider alternatives such as enhancing existing routes and other modes of transportation.	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize</p>

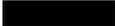
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			<p>our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-363	Jun 28-11	<p>Dear Project West Team,</p> <p>Please find below my message to Kathleen Wynne. I hope you will read this e-mail and really consider what you would be doing by destroying our precious farm land in the south of Georgetown.</p> <p>Regards,  Very Concerned Resident of Georgetown</p> <hr/> <p>Dear Ms. Wynne,</p> <p>Years ago, a colleague of mine in Toronto, asked if I could see the stars in Georgetown and if a cow moored, would I be able to hear it at night. My answer to these questions was, of course, yes. I have always been able to see the stars on a clear night, I can hear the cows moo at night, and for as long as I can remember, I can hear the train coming into the station on the other side of town around midnight. Unfortunately, I can also hear the distant sound of the 401 from my bed, just north of the 10th Sideroad, which is just north of where you are proposing to put a super highway. If you choose to put the highway where it is now proposed, I will no longer see the stars from the light pollution and I will no longer hear the cows nor the train, from the noise pollution.</p> <p>In the last few years, our government has told our town that we have to grow to unheard of proportions and there is nothing we can do about it. All of the growth in the GTA has to lie in Halton and Halton Hills. So the builders are coming in and doubling the size of our town, and making a fortune while doing so.</p> <p>On the other hand, our government is telling us to reduce our carbon footprint and buy local; foods grown close to home. So we try, but now our government is telling us that they are going to expropriate all of our farm land and turn it into a super highway. These are times of over-inflated gas prices and a future without fuel and you want to build more highways? It makes absolutely no sense to me and I have to wonder if any thought was put into this plan at all.</p> <p>Have any studies been done to see that along with this farmland, there is also a</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over</p>

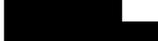
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		<p>huge residential area where the proposed highways will be? Or will the studies be done after these brilliant minds in Queens Park are made up? Has anyone driven into Georgetown to see exactly where they want to rape and pillage or are you simply looking at a map and drawing a line that looks good? Did you know that there is an abundance of trees and wildlife in the proposed area that you will need to decimate in order to build these highways of convenience? I know you will have to pay the residents a pretty penny to expropriate their lands and really, is there not a better place to build the highways? I have heard many residents of Guelph and Kitchener/Waterloo say that they would love a highway to by-pass the 401. Have you ever thought of putting a super highway north of Highway 24 that can run to the 400 or the meet up with the 427 at some point? This would be a highway that can benefit the residents who get caught up in the traffic to Toronto everyday.</p> <p>Better yet, have you ever thought of putting the money that you would use for this highway, and the money that will go to expropriation, into the GO train? Link the Georgetown Line to Waterloo and Guelph and increase the schedule to match that of the Oakville and Mississauga Lines. Wouldn't you then save money in the long run as well as saving the environment and Georgetown?</p> <p>Please, I am begging you to consider something other than the destruction of a town I have lived in my whole life. If we have to choose between being overrun by more houses or a super highway, I'll take the houses any day.</p> <p>Regards,  Georgetown, Ontario </p>	<p>the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that the GTA West preliminary study area was based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>. The boundaries of the preliminary study area were developed to capture an area which included the Urban Growth Centres (UGCs) of Downtown Guelph, Brampton City Centre, Vaughan Centre and Downtown Milton. Although Guelph is not shown in the recently revised Preliminary Route Planning Study Area (due to the fact that a new transportation corridor was not determined to be needed to be built directly to Guelph), the study's Draft Transportation Development Strategy (TDS) does still include transportation solutions to address future capacity needs to Guelph in order to accommodate future volumes.</p> <p>Additionally, as a part of the Draft Transportation Development Strategy, it is recommended that a study be initiated to explore new mobility hubs in the western Urban Growth Centres of Guelph, Kitchener, and Cambridge. As a part of this study, creating transit connections amongst these western Urban Growth Centres would be reviewed. For more information about this element of the Draft Transportation Development Strategy, please refer to the Mobility Hubs section of Chapter 5.3.2 on Page 175 of the Draft Transportation Development Strategy Report.</p> <p>A corridor alternative which would have crossed the Niagara Escarpment north of Georgetown (called Alternative 4-4) was evaluated and was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>With regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-364	Jun 28-11	<p>Dear Hon. Dalton McGuinty, Premier of Ontario, Hon. Kathleen Wynne, The Minister of Transportation, Hon. Greg Sorbara, MPP for Vaughan and Mr. Neil Ahmed, P. Eng., Consultant Project Manager.</p> <p>As a resident of Vaughan I am opposed to the GTA west corridor. I do not want to see another highway in Vaughan. Vaughan already has traffic congestion problems and a new highway will not alleviate this problem.</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential</p>

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		<p>It's unfortunate your government continues to pursue this highway as it has delayed funding to public transit infrastructure. As a taxpayer, I believe the Province should focus on continued investment in public transit infrastructure as this is a viable means of reducing traffic congestion.</p> <p>I also have concerns about the negative impact this highway will have to the Greenbelt. I don't want to see the Greenbelt eroded with highway infrastructure.</p> <p>I hope you will reconsider this project.</p> <p>Thank you,  Woodbridge, ON </p>	<p>improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. 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This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-247	Jun 29-11	<p>I am deeply opposed to Option 4-3 occurring in the Georgetown area. There are no words to express how opposed to it I am. It is completely senseless to take away what little agricultural land is left in this county. We don't need more studies to show us the impact of it. We all know what an impact it would have on our community. Once land is paved over, there is no turning back. Just think of the environmental implications as well. We don't need a new highway to solve traffic gridlock problems. We need to improve the existing roads and highways, and make public transit more affordable & effective, and even more, we need to stop bringing in new people. It is far too overpopulated as it is. We do not have the infrastructure, & we don't want it. The problem with provincial politicians is that they do not want to think of the future results of their plans. Pleasing</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition to Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

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		<p>developers & encouraging growth for tax purposes seems to be their only real goal. The complete paving over of the GTA will not benefit Georgetown or its citizens. It will only cause a huge amount of hardship in countless ways. Please, somebody with some sense, stop the insanity & think of the future.</p> <p>██████████</p>	<p>operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-365	Jun 29-11	<p>I am writing you on behalf of Concerned Citizens of King Township, a grassroots volunteer organization representing 190 family members with an interest in planning matters which impact King Township.</p> <p>It is our contention that the GTA West corridor is not consistent with the intent of the provincial Places to Grow policy. This policy encourages intensified growth in urbanized areas, to discourage encroachment into Greenbelt lands and to encourage better utilization of our existing infrastructure. Building new highways to service urban centres across Greenbelt designated agricultural and natural heritage lands, is not consistent with a sustainable planning approach particularly when there are viable alternatives.</p> <p>Representatives of Concerned Citizens of King Township, ██████████</p>	<p>Sent Dec 22-11</p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study and for providing your comments on behalf of the Concerned Citizens of King Township. We apologize for the delayed response. The Project Team has appreciated having Ms. Coburn and Mr. Jessop on the Community Advisory Group (CAG).</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p>

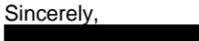
GTA West Corridor EA

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		<p>██████████ have been actively engaged in the GTA West Corridor Planning exercise since the beginning. We have attended all 8 GTA West Community Advisory Group (CAG) meetings spread over about 3 years.</p> <p>The preamble to the GTA West Corridor EA clearly states that the purpose of the GTA West Corridor study is to improve the connection between Vaughan City Centre and Guelph. If indeed a new vehicular corridor is the only solution for the stated problem, we believe that the proposed solution contained in the draft report is the most appropriate route.</p> <p>The interests of Vaughan were made apparent for the first time, at the 8th GTA West Community Advisory Group Meeting on May 3rd. At this meeting Ms Schulte, a Vaughan Councillor, asked why the Oak Ridges Moraine- Greenbelt north of Vaughan was excluded from the study area, contending the proposed solution would destroy valuable farm land in Vaughan. We agree with Councillor Schulte, that the location of the proposed highway in Vaughan would negatively impact the Purpleville Creek, a cold water fishery in the Humber Valley, however we believe strongly that any alternatives that are considered must first and foremost be consistent with the purpose of the EA. Moving this corridor from the whitebelt lands to the Greenbelt lands is not consistent with either the purpose of the study or provincial policy and would require more extensive study to meet the test of no reasonable alternative.</p> <p>During discussion of the GTA West Corridor at a recent York Region Economic Development Committee meeting Ms Schulte proposed to investigate an alternative route between King Road and Highway 9 in order to protect the fragile East Humber Valley lands. The proposed new route was not supported by the Region of York. Apparently it was suggested that Highway 9 be used as the east west corridor with an extended Highway 427 to make a connection south into Caledon. This alternative plan would protect the East Humber lands in Vaughan at the expense of protecting the Greenbelt including the Oak Ridges Moraine and the Holland River watershed. We feel it is inappropriate at this late date for Ms Schulte to propose an alternative particularly since her suggestion of moving the corridor north does not meet the need nor the purpose of the study.</p> <p>In early discussions with the study group 3 years ago, we voiced opposition to this general concept of a route traversing the Moraine with its many natural heritage features. Our arguments were evidently accepted as the northern boundary for the study group was fixed. In keeping with the intent to connect Vaughan City Centre to Guelph, a more southerly location may be suitable, however a better alternative would be to widen the existing roadways serving Vaughan City Centre, expand rail service and not build a new highway in the Greenbelt.</p> <p>There are a number of transportation routes that will be affected by the route selected. As stated previously, the proposed solution contained in the draft report is the most appropriate route identified to date, provided that it does not force a further extension of Hwy 427 east of Bolton. It must be recognized that Caledon wants Hwy 427 to be extended north to Highway 9. We are opposed to an extension of the 427 through King Township as King is not an urban growth centre. Caledon's strategic self interest in the 427 is critical when evaluating the GTA West corridor options and any connections to the two corridors should be located within the areas they are servicing, south Bolton and Vaughan City Centre. One of the reasons that the current planned extension of Hwy 427 ends at Major Mackenzie is that it will be far enough south of Bolton to allow future extensions into Bolton while also connecting to the 410. Unless the new GTA West Highway is far enough south where the connection to Highway 427 is made, the route of any further extension of 427 across the Moraine will have been fixed because of the proximity to Bolton.</p> <p>It must also be recognized that a decision on the GTA West Corridor location will impact another critical road initiative—the York Region Mid York East-West Transportation Corridor. York Region has initiated a Study to “investigate Highway 400 interchange alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9. The corridors for consideration would include 18th, 17th, 16th and 15th Sideroads as well as King-Vaughan Line and Kirby Road.”</p>	<p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Concerned Citizens of King Township's opposition towards a corridor connection between Highway 400 and Highway 427 has been noted.</p> <p>Forecasts for the GTA West Preliminary Study Area show substantial growth to 2031: population and employment are expected to more than double between 2001 and 2031, including growth of more than 1 million people and more than 450,000 jobs. As a result of this population and employment growth, 2031 travel demand is expected to increase and will be accommodated through the several means of transportation improvements that are proposed, including new highway. It has been demonstrated that even with a multi-modal solution to providing for future travel demands, this projected rise in traffic volumes is anticipated to be accompanied by worsening congestion and travel conditions during peak periods and throughout the day, particularly on Highways 401, 400, 427 and 410. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. We reiterate that this future roadway congestion is expected <u>even with</u> the significant investment in transit recommended in the Metrolinx Regional Transportation Plan, highway improvements already planned by MTO and area municipalities, and the Group 1 and Group 2 initiatives recommended in the draft Transportation Development Strategy developed by the Project Team.</p> <p>Without additional highway improvements to compliment the investment in transit infrastructure, the projected increase in congestion on the highways in the study area is forecast to:</p> <ul style="list-style-type: none"> • impact commuter travel resulting in increased travel times between Urban Growth Centres in the Study Area (i.e +15% - Vaughan to Milton, +20% Brampton to Vaughan, +35% Milton to Vaughan, and +40% Guelph to Vaughan); • impact tourist travel with Highway 401, through Mississauga, representing a key bottleneck between Southwestern Ontario and the Niagara area and Eastern Ontario, Toronto, and Cottage Country to the north of the GTA; and • increase travel delays and unpredictability in travel times for goods movement into and through the GTA, which will have negative impacts on the competitiveness of the GTA and the broader Southern Ontario region and limit our ability to retain and attract new industry that depends on access to major highways, ports and rail terminals. <p>The major highways in York and Peel Regions, for example, are all forecast to be operating over capacity by 2031 even with the significant investments in transit noted above. Highways 401, 400, 427 and 410 were all identified as needing additional capacity to accommodate the project growth in these communities. Impacts related to inter-regional traffic (autos and trucks) using municipal roads are also forecast to increase significantly by 2031, and many stakeholders noted that this trend is already beginning to cause problems in many communities. Much of the diversion in longer distance trips to municipal roads within the GTAW Study Area can be traced back to recurring congestion on Highway 401, including congestion at the Highway 401/400 interchange.</p> <p>Given these problems, the Project Team fully examined a number of alternatives, including modal alternatives and road widening alternatives, prior to recommending new corridor infrastructure. The following summarizes this process, the conclusions and recommendations from this process.</p> <p>With regards to the modal alternatives, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The preliminary study area reflects the Purpose of the Study which is based on the transportation policy direction of the Province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006). A corridor to the north of the existing preliminary study area boundary would be well removed from the transportation linkages currently envisaged in the <i>Growth Plan</i>, and would further impact the Greenbelt and include impacts to the Oak Ridges Moraine.</p> <p>In regards to your inquiries about the extension of Highway 427 north, it is suggested that the GTA West corridor connect to an extension of Highway 427 from the proposed terminus at Major Mackenzie Drive. The TDS recommends that connections to existing transportation facilities be made in order to create a complete transportation network.</p> <p>With regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work</p>

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		<p>If the GTA West Corridor is built as proposed, it will use the last space for an interchange on Highway 400 south of King Road. There is speculation that York Region will attach one of its new east – west corridors to this interchange. We anticipate to do this the interchange would have to be designed to accommodate this traffic or a separate EA process completed. If a regional road is built to this new interchange it is our desire to see it ease the traffic congestion in King City by acting as a bypass.</p> <p>To clarify the consequences of the above scenario, if the GTA West Corridor were to be located north of King Road it would pass through the environmentally significant Happy Valley Forest and the Oak Ridges Moraine-Greenbelt . York Region's proposed Mid York Corridors would be connected to the new Hwy 400 interchange and extended east to Hwy 404. If the corridor is moved north, the impacts to the Oak Ridges Moraine by these road projects is extensive and the cumulative impacts on the Oak Ridges Moraine should be considered in this study as both these corridors would pass lengthwise across the Oak Ridges Moraine/Greenbelt as would the extension of Hwy 427. Further, this type of infrastructure is needed to service large scale development and as no development areas in King Township are designated as urban growth centres moving the corridor north into King is not consistent with current provincial growth policies or local planning policies.</p> <p>If the Province is truly committed to the long term protection of the Oak Ridges Moraine- Greenbelt , and committed to the Growth Plan then we believe it should disregard the attempts by Caledon and Vaughan to redirect these major traffic corridors into Greenbelt.</p> <p>Sincerely,  Concerned Citizens of King Township</p>	<p>completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>Lastly, for your information, the Project Team is aware of the York Region Mid-York East-West Transportation Corridor Study and is participating on the project.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-248	Jun 29-11	<p>I do understand the need for additional transportation roadways/freeways in Halton/Peel area but I do not agree to have Halton Hills divided in two. If a Halton/Peel north south corridor freeway is to be constructed, I would opt for something running between Winston Churchill Blvd and Tenth Line. Any other alternative of yours would not be welcomed by myself, family and neighbours.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-249	Jun 29-11	<p>Although progress seems to be the way of today - it must be done with consideration of people. I know that this progress is being done with people in mind. Therefore, the freeway being considered would should not divide Halton but rather divide Halton and Peel. The only scenario in order to accomplish this project would be to place the freeway between Tenth Line and Winston Churchill Blvd.</p> <p>Any other alternative would jeopardize the health and well being of my family and neighbours as the wind would blow all exhaust from traffic and carry the noise towards Ninth Line. Therefore, please give the Tenth Line and Winston</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural</p>

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		<p>Churchill Blvd. serious consideration and take all comments as this would impact us and have very little impact on the Tenth Line and Winston Churchill scenario.</p>	<p>operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-250	Jun 29-11	<p>1. In my opinion it is a mistake to dedicate the 401 corridor west of Milton as a single major highway. In many years (30) of commuting I have seen numerous small accidents turn into major stoppages reaching back for kilometers. An expanded highway using only one corridor to get to the border becomes terribly vulnerable to massive delays each way resulting from major or minor accidents, weather or heaven forbid sabotage.</p> <p>2. Improve the 401 if you have to - and we do -but don't make that the only route. Take a new superhighway 7 from the easterly junction you propose, but build it well north of the existing 7, south of Orangeville, across the north of the Waterloo Region and so to a new border point with a brand new crossing and properly planned facilities to handle cargo traffic. North-south feeder links would make it possible for traffic to be redirected should one route or the other be blocked. Of course this would cost billions, but in view of the enormous value of good flowing across the border, and in the general area of the GTA, we simply cannot afford not to invest in a major initiative. And it must be done quickly. A new superhighway 7 should be built from the beginning with provision for long-haul freight and passenger trains.</p> <p>I know there is nothing much new in what I have to say, it is entirely common sense. I do urge you not to commit to one vulnerable corridor.</p> <p>Thank you. [REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Upon evaluation and analysis, other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments when compared to Alternatives 4-4 and 4-5 (corridor connections to Guelph). These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph.</p> <p>The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-366	Jun 29-11	<p>As residents of Vaughan, Sustainable Vaughan's executive is writing to express its opposition to the GTA west corridor. Vaughan does not require more highways to deal with increased growth and existing traffic congestion. If highways were considered anathema to the problems related to growth and congestion, highway construction would be an ongoing consideration in the City of Toronto. Toronto's growth also increases each year and far more goods and people flow in and out of Toronto than Vaughan. We understand that this type of solution is out-dated and detrimental to the city's vitality. Far more is lost when</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting comments on behalf of Sustainable Vaughan. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential</p>

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		<p>we propose drastic solutions such as an expressway through the city. Sustainable Vaughan believes the proposal of creating a highway through Vaughan's Greenbelt is equally out-dated.</p> <p>Guelph, Milton, Peel and Vaughan all suffer from traffic congestion related to car dependency. This dependency is born out of urban sprawl and segregated land use pattern of development that is typical of GTA suburbs. This problem is a result of previous political decisions. It seems counter-productive to reward these suburbs with a new highway and further feed resident's addiction to their cars. This vicious cycle needs to be broken if the province ever hopes to alleviate the region's traffic congestion woes.</p> <p>The cost of traffic congestion within the GTA is well documented by The Toronto Board of Trade in its report, "Toronto as a Global City: Scorecard on Prosperity 2010". The report suggests the reasons for the GTA's traffic issues are urban sprawl and decades of under-investment in public transit (not the lack of highways).</p> <p>The report also found that 70 per cent of Torontonians drive to work. The city came in last compared to other major cities such as New York where 60 per cent drive to work, 40 per cent in London, and 25 per cent in Paris. The average round trip in the region is 80 minutes, 24 minutes more than Los Angeles, a city legendary for its long commute times. Building new highways will not change this culture of congestion.</p> <p>It's unfortunate your government continues to pursue this highway as it has delayed funding to public transit infrastructure. Your government has delayed York Region's funding to expand the Viva system, along with \$4 billion dollars in other public transit infrastructure projects in the GTA. The new subway extension to Vaughan will go a long way to reduce traffic congestion, but without an efficient and extensive network of public transit spreading throughout the city, traffic congestion will only get worse. A new highway will not reduce this. It will simply funnel more cars into Vaughan from other growth centres. Vaughan will potentially be the regional epicenter of automobile traffic due to its existing highway infrastructure and central location. Connecting the car dependent growth centres of Guelph, Milton, Brampton and Vaughan will only result in another congested highway in the region.</p> <p>This "Greenbelt Expressway" would represent another form of sprawl: infrastructure sprawl. It would result in the slow and incremental erosion of our natural heritage in favour of increased automobile-oriented infrastructure in what the province itself has designated as significant, protected lands.</p> <p>The most basic type of cost benefit analysis for this highway is missing. Will the loss of the natural heritage in Vaughan be more detrimental in the long term than the gains received by building a highway? The David Suzuki Foundation estimates the ecological services and benefits provided by the Greenbelt are valued at \$2.6 billion per year. How will the natural economy be impacted? Sustainable Vaughan asks the Ministry of Transportation to reconsider its pursuit of the GTA West Corridor at this time and consider instead focusing on studying alternatives through two reports; first, a cost benefit analysis to determine the true, long term costs of the loss of Greenbelt lands versus the economic gains of the highway and second, a study to determine the alternatives of increased investment in public transportation as a means of alleviating the traffic congestion and as a preferred means of stimulating the economy, job growth and building compact communities within existing urban boundaries.</p> <p>We hope you will reconsider the pursuit of this Highway.</p>	<p>improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Each of the corridor alternatives were evaluated using factors and criteria approved by the Minister of the Environment in the GTA West Corridor Terms of Reference (July 2007, approved March 2008). The criteria in each factor group (Natural Environment, Land Use / Social Environment, Cultural Environment, Area Economy, Transportation and Cost and Constructability), and measures for each, were intended to assist the factor-specific environmental specialists in determining the overall impact of the various alternatives on the natural, social and cultural environments. In determining the overall impact, the specialists considered how the various factors and criteria interact and function together, ie. Comparing the cost of the corridor alternatives to its associated environmental impacts. As the study progresses, specific studies to assess potential effects will be undertaken.</p> <p>With regards to your concerns about the Greenbelt, a new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley which runs north to south through the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 of the EA (Route Planning and Preliminary Design). MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team Sent Dec 22-11</p>
EM-367	Jun 30-11	<p>Dear Mr. Ahmed</p> <p>I have read and fully concur with the statements of [REDACTED] in his submission to your team on our behalf. It is truly to our benefit having [REDACTED]</p>	<p>Dear [REDACTED],</p>

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		<p>perspective and time investment in this project and all others prior. Earlier on in this process, [REDACTED] and myself attended the meetings together. I would like to thank you and the team for providing this forum of communication and your honest efforts in striking the best balance. [REDACTED] has held my feet to the fires of logic many times and I can only expect your team has felt the "warmth" as well.</p> <p>Getting down to business, I feel that [REDACTED] letter has covered this topic well from perspectives of:</p> <ul style="list-style-type: none"> - process analysis - adequate, effective and accurate data input - discussion of input materials/data - formulation of options <p>I will now provide some information specific to the GTA West Corridor as it applies to the Valleywood interchange, which is to be considered part of Mayfield West.</p> <p>OVERVIEW</p> <p>Currently, a very modest estimation would be that only 70% of traffic passing the unique Valleywood interchange is considered as "through-bound" traffic. Among this traffic are an abnormally high number of aggregate trucks since the Caledon area and northward can be considered one of the aggregate capitals of Ontario. It is also a given that aggregates are a staple commodity in the future growth of the GTA. Please also factor in the projected increase of LCV's operating on 400 series roadways in the future. According to 2006 Official Plans, population expectations for Mayfield West in 2031 are in the vicinity of 31,000.</p> <p>I was in attendance April 12, 2011 when Mr. Jin Wang and Mr. Mike Bricks headed up a Council Workshop at the Caledon Town Hall. I am therefore happy to see how the MTO has weighed into this exercise, the cost of additional land (expropriation) for future infrastructure needs such as HOV and/or bus bypass lanes and therefore bridge modifications, should the current Phase III route be supported as the means to connect the 410 with the GTA West Corridor.</p> <p>In a sentence, it likely comes as no surprise that the VRA is unable to support a possibly more expensive logic that would invite any chance of blending increased aggregate and LCV traffic with the population of a major growth node on a unique infrastructure; especially when other less complicated, (and therefore likely safer), through-bound route options exist.</p> <p>In March of this year, Minister Kathleen Wynne was kind enough to send me a letter personally. In that letter, she stressed how, in concurrence with the EA process, MTO will be working closely with the MMAH and municipalities in reviewing development applications to ensure that land use plans and applications will not negatively impact the outcome of the EA. This stance being confirmed, I will now discuss the alternative routes.</p> <p>ITEM 1</p> <p>The Town is on record <i>not supporting</i> the MTO's recent second option that I will call the "Mayfield West By-Pass" logic which is proposed to use study lands indicated between Heartlake and Dixie Roads. <i>The Town of Caledon would rather use that same land for a major, (1.4 million square feet), cross dock / transportation facility. To make up for the 410/GTAWC connectivity short-comings this would cause, the Town would instead support a modification of Dixie Road as the link between the 410 at Mayfield Road and the GTA West Corridor.</i> The VRA has two concerns with this scenario:</p> <ul style="list-style-type: none"> - The major transportation / cross-dock facility the Town is on public record supporting would have many transport trucks competing for the same roadways used by school buses en route to Mayfield Secondary School. This school is one of two "Regional Arts" schools in Peel County and Mayfield Secondary handles "regional arts" students north of the 401. Its student base is 100% bussed. - Even if the school bus traffic was not a factor, has not the example of the 	<p>Thank you for your interest in the study and for submitting your detailed comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>We have noted the Valleywood Resident's Associations (VRA) position, and those comments made in the meeting held with MTO on July 22, 2011. Please see the enclosed meeting minutes, which summarize the discussions that were had on the issues of concern for the VRA.</p> <p>Your comments about the Smart Centre zoning application have been noted. The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate. It does not mean an entire freeze on development within the study area limits. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely,</p> <p>The GTA West Project Team</p>

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		<p>unique Valleywood interchange served well to prove as a questionable design? It seems blending pre-existing arterial roads into limited access, divided highways does not create a hybrid result because access and egress design issues overtake good logistical flow intensions.</p> <p>ITEM 2</p> <p>It is a given that changes are being considered to the current Valleywood interchange as MTO owned land nearby currently stores spare soil for future interchange modifications. As I write this, the Town of Caledon is reviewing an application from Smart Centres for a zoning change thus allowing access to a plaza within the Valleywood community. The traffic required to sustain such a plaza is anticipated to be four times that which is currently using the Valleywood interchange. On top of this, we are currently only at 1/10th of the projected 2031 population calculations!</p> <p>If we are to remain in keeping with the MTO stance about development review mentioned earlier, the VRA would ask:</p> <ul style="list-style-type: none"> - Will the MTO allow this plaza within Valleywood to proceed before plans for the Valleywood / Hwy 10 / Hurontario 410 Interchange rework designs have been completed and reviewed through public input? - Will the MTO allow this same plaza to proceed before determining the route by which the 410 will connect with the GTAWC? - How will the current Valleywood / Hwy 10 / Hurontario / 410 interchange end up looking should the "Mayfield West By-Pass" option be adopted as the route of choice? <p>THE VRA POSITION</p> <p>On behalf of the Valleywood community, the VRA executive supports the MTO in a vision of the 410 traveling northward between Heartlake and Dixie Roads to connect with the GTA West Corridor. This vision supports light and noise mitigation by means of "prestige employment lands", (highway exposure commercial warehousing, non-industrial) flanking each side of the 410 extension. Further, it offers future widening options while returning grid pattern logic. Further still, it fosters the "Live/Work" vision.</p> <p>In reference to Item 2, the VRA would like the GTAW team and other members of the MTO to refrain from granting permission to proceed with the plaza lands within Valleywood until such time that not only GTAWC connectivity needs have been determined, but <i>all</i> infrastructure needs for the Valleywood Interchange area have been determined by the Ministry of Transportation and the Ministry of Municipal Affairs and Housing</p> <p>The letter from Minister Wynne, gives us confidence that the best balance of municipal needs will be established while fulfilling long term Provincial infrastructure targets.</p> <p>In closing, I hope the GTA team can factor in this information into the process and I would also add that if any additional clarification is required, I will return any message received on my cell which is [REDACTED]. Thank you once again.</p> <p>Sincerely, [REDACTED] Valleywood Resident Association</p>	
EM-369	Jun 30-11	<p>On behalf of the South Georgetown Landowners Group, please accept this letter as our comments in response to the GTA West Corridor Environmental Assessment – Draft Transportation Development Strategy Report.</p> <p>[REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting comments on behalf of the South Georgetown Landowners Group. We apologize for the delayed response. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your preference for Alternative 4-2 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from</p>

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		<p>██████████ As proposed, our block is wholly included within the Preliminary Route Planning Study Area (See Figure 1 & 2).</p> <p>We have now had an opportunity to review the material released as part of the Draft Transportation Development Strategy and understand that the principles and mapping contained in this report will be carried forward to initiate Stage 2 of the process. We are writing to express both support and concern with the Draft Report and would appreciate the consideration of our comments during Stage 2 of the process where, we understand, the limits of the Preliminary Study Area will be both revisited and refined.</p> <p>While we are in agreement and support with the proposed Route 4-2 that details the corridor connecting to the 401/407 to the east of our block (along the same alignment as the HPBATS route) it is our opinion that any consideration of proposed Route 4-3, which travels in an east to west direction through or in the vicinity of our block, is premature at this time. It is our suggestion that once constructed, proposed Route 4-2 should be closely monitored to identify if any additional connection of the GTA West Corridor to the 401, such as proposed Route 4-3, is actually required. We take this position because we do not see the merits of the additional costs and environmental impact associated with proposed Route 4-3 to provide for another connection to the 401 which is merely 14 kilometers from proposed connection with Route 4-2. We encourage the cost effective and efficient use of infrastructure and believe that the costs associated with this additional connection due not justify the negative environmental, social and cultural effects. Therefore, it is our position that the final design of any infrastructure should take this into consideration in order to ensure that any public and private funds that will be invested to realize this infrastructure will not be expended unnecessarily.</p> <p>We would also appreciate greater clarity on which Approach in being used under the Ontario Environmental Assessment Act (OEM) and Canadian Environmental Assessment Act (CEM) and would also be grateful if you could provide us with a list of the Schedules that apply to the various projects being contemplated.</p> <p>Finally, please provide us with any further Notices in this process, including the Notice of Completion.</p> <p>Respectively Submitted, South Georgetown Landowners Group</p>	<p>the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West project is being conducted under the provincial Environmental Assessment (EA) legislation. Specifically, the study is being undertaken as an Individual Environmental Assessment (EA) in accordance with the <i>Ontario Environmental Assessment Act (EA Act)</i>. No schedules yet apply to this project. As we move forward in the study we will attempt to coordinate the requirements of the Canadian Environmental Assessment Act.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-251	Jun 30-11	<p>I would not like to see this project go through because I don't want to see more urban sprawl in the region. There is already enough urban sprawl in the southern part of the region and it has existed there for decades. The congestion problems are getting worse and they can only being alleviated through mid-to-high density development and pragmatic transit solutions like cycling infrastructure, bus rapid transit and light rail. This will also eat into fertile land for farming, something that we might not need if there are future oil price shocks.</p> <p>Surely, there are tourism and agricultural opportunities that can diversify the regions' economies and have longer lasting benefits than the low-density and sprawling subdivision development and unmaintainable consumption cycle that accompanies highway development. One need only take a look on 400-series highways across Ontario to see that once a new one is built, sprawling urban development follows. I urge you to not build this highway and summon your creativity to generate new and bold visions for the economy, the environment and the public's collective future.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such</p>

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			<p>as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In determining the corridor connections and proposed study area (EA Stage 1), the GTA West Project Team considered a series of factors to assess the effect of each alternative on the natural and social environments, the economy, land use and community, transportation performance, cost and constructability. The Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and other conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy avoids, minimizes or prevents adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-370	Jun 30-11	<p>Good Morning,</p> <p>At the regular meeting of Council held on June 28, 2011, Council received Minutes from Caledon Environmental Advisory Committee Meeting held June 22, 2011 regarding the GTA West Corridor Planning and Environmental Assessment Study – Comments on the Draft Transportation Development Strategy Report. The following was adopted:</p> <p>That the minutes of the following meetings be adopted as written and distributed:</p> <ul style="list-style-type: none"> - Council Meeting held June 14, 2011. - Closed Council Meeting held June 14, 2011. <p>And that the minutes of the following meetings be received as written and distributed:</p> <ul style="list-style-type: none"> - Caledon Environmental Advisory Committee Meetings held May 25, 2011 and June 22, 2011. - Heritage Caledon Meeting held June 13, 2011. - Caledon Councillors Community Golf Tournament Committee Meeting held June 14, 2011. <p>That Council adopts recommendation number CEAC-2011-020 and authorizes the submission of the comments regarding the GTA West Corridor Draft Transportation Development Strategy prepared by CEAC to MTO.</p> <p>Please find attached a copy of correspondence prepared by the Caledon</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting comments on behalf of the Caledon Environmental Advisory Committee. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the</p>

GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>Environmental Advisory Committee dated June 22, 2011. If you have any questions regarding this correspondence, please contact [REDACTED] Thank you.</p> <p>Dear Sir/Madam,</p> <p>The primary role of the Caledon Environmental Advisory Committee (CEAC) is to advise the Caledon Municipal Council on all matters relating to the environment within the Town of Caledon. Our function is voluntary in nature, and our committee is comprised of Town of Caledon residents with a broad cross section experience, skills, and credentials on matters relating to the environment. We maintain our focus on topics of interest through sub-groups within our committee, one of which is the transportation sub-group. It has been this group's pleasure to review the recently completed Draft Transportation Development Strategy Report (February 2011), and we would like to thank you for the opportunity to comment on this document. We understand that the draft report represents an extensive consultation process.</p> <p>We are pleased that the present environmental assessment will help address transportation problems and opportunities to the year 2031, and would like to express our comments as follows:</p> <p>(1) From an environmental perspective, the timeline of 2031 is relatively soon (relative to the potential construction dates), and as such, we would ask that impacts past this date be part of the consideration.</p> <p>(2) Sustainability of the proposed solution design is based on the assumption that current transportation modes will be both economically viable and relevant in the era of "post peak oil" in 2031 and beyond; as such we question the viability and logic behind the exclusive extrapolation of today's conditions so far into the future.</p> <p>(3) The current planning alternatives introduce potential interference and delay of the Town of Caledon's "tri-nodal" planning strategy, and is a concern as it could cause potential economic hardship to the Town if the current "tri-nodal" plan is not realized according to schedule.</p> <p>(4) We feel that at this point in our cultural and geographical landscape, true leadership in the area of transportation planning would not just take a "building block approach" that incrementally uses existing technologies, but also present alternatives that both demonstrate innovative leadership, and a design that leaves a positive legacy that anticipates future technological and environmentally sustainable alternatives</p> <p>(5) We feel that the presented solution alternatives do not suitably address fundamental livability problems such as average commute times in the context of retention of talent and citizenship within the GTA with respect to other North American cities and emerging urban areas.</p> <p>(6) It is recommended that the proposed solutions definitively include other methods of transportation such as rail, car-pooling, trail-ways, and other means of active transportation as viable alternatives.</p> <p>Sincerely, [REDACTED] CEAC</p>	<p>widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about the modelling methodology not taking into account future conditions, the Project Team used the Ontario Ministry of Transportation (MTO) Greater Golden Horseshoe Model (GGH Model) to forecast future travel demands for the transportation analysis. The model utilizes a detailed transportation network including both transit and roadway, and forecasts trip-making by all modes of travel based on forecasts of population and employment growth, land use densities, socio-economic and demographic information, current and future transportation costs (representing fuel costs, tolls, parking costs, transit fares, vehicle operating costs, etc.) and transportation network performance for all travel modes. For example, some of the GGH model assumptions include:</p> <ul style="list-style-type: none"> • Auto Costs increase by 200% in real terms over 2006 levels • Parking costs increase by 50% in real terms over 2006 levels • Transit fares maintained at 2006 levels with provision of fare integration • Optimized high order transit frequency and average operating speeds <p>The GGH Model favours public transit use, over auto use. It is important to note that even with this favouritism, and all the transit improvements outlined in the Metrolinx RTP, GO Transit 2020 Strategic Plan and some additional transit-related improvements recommended in the Draft TDS Report, that there would still be deficiencies in the network and road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs in the study area.</p> <p>The planning horizon and the growth level in the GTA West Corridor Study are consistent with the province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>, which provides the growth targets and the associated growth management policies for the year 2031. The Project Team recognizes the challenge of balancing the need for planning for the long-term and the need to have credible forecast information regarding growth patterns. It is particularly important to consider both of these in context in order to make informed decisions when planning for major infrastructure.</p> <p>MTO has consulted with the Town of Caledon throughout Stage 1 of the EA and will continue this approach in Stage 2. As such, the Town has been aware of this study and its impacts on any Town initiatives throughout the study process.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-371	Jun 30-11	<p>Weston Consulting Group Inc. (WCGI) is the planning consultant for [REDACTED] in relation to certain lands (see attached air photo) in the City of Brampton. As part of the City's Secondary Plan Area 47 ("Area 47"), these lands are being considered for employment uses to accommodate future growth. [REDACTED]</p> <p>These lands are well suited to accommodate employment uses in the near term and are located in close proximity to the Intermodal facility on Highway 50 and the future terminus of Highway 427 at Major Mackenzie Drive in the City of Vaughan. This letter is provided on behalf of [REDACTED] in response to the request for comments regarding the Draft Transportation Development Strategy Report released in March 2011.</p> <p>The Draft Transportation Development Strategy Report summarizes the process and methodology that was used to develop a broad range of Area</p>	<p>Sent on Nov 14-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 30, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p>

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Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>Transportation System Alternatives, documents the key findings of this work and identifies a Preliminary Route Planning Study Area ("Study Area"). It also provides an overview of the assessment process and provides a preferred option to be carried forward into Stage 2 of the EA process. Once finalized, the Study Area will be used to guide alignment options in Stage 2 of the EA process. The following comments are provided for your consideration as you finalize the Transportation Development Strategy Report and proceed with Stage 2 of the EA.</p> <p>While we appreciate the need for a Study Area that is large enough not to preclude certain alignments of the future corridor, it is our view that in certain areas, particularly between Bolton and Area 47 in Brampton, the Study Area could be reduced without precluding appropriate options for the corridor. In particular, the southern boundary of the Study Area through Area 47 appears to be somewhat arbitrary in its position and it is our opinion that this boundary should be shifted north of Countryside Drive. This suggestion is based on certain principles outlined in the report, which state that an efficient corridor design is encouraged. An efficient corridor design would include ensuring the most direct route, ensuring appropriate crossing angles with other roads including Highway 50 and Mayfield Road, and would seek to minimize the impact of the corridor on natural heritage features. It is our opinion that the Study Area in Area 47 should be reduced to the extent possible so as not to preclude the development of strategic employment lands in the area.</p> <p>In addition, the Study Area has been extended south to connect with both Highway 410 and Highway 427. In both of these areas, there has been significant planning work completed to identify an appropriate land use planning framework and quantum of land for the appropriate mix and balance of land uses. The planning for this corridor should not preclude the appropriate planning and development of lands that have been identified to accommodate population and employment growth. These existing urban areas were planned to accommodate this growth over a decade ago and every effort should be made to realize their planned function. In our opinion, it is important that the Study Area not preclude the logical and orderly development of these lands. If large tracts of lands are subject to corridor protection policies, there would be significant impediments to employment growth, job creation and investment in these areas.</p> <p>It is recommended that the preferred route be selected as soon as possible to minimize the delay in developing employment areas included in the Study Area. The planning for this corridor must be balanced with other provincial objectives surrounding the protection and enhancement of employment areas. We recommend that the corridor planning for the study area be expedited so as to reduce the scope of the Study Area as soon as possible. We support the request made by the City of Brampton, the Region of Peel and Town of Caledon and others to expedite the completion of Stage 2 of the EA process and ensure funding is allocated in a timely manner.</p> <p>Furthermore, we recommend that MTO consider allowing the planning process to continue in Area 47 in order to ensure that the planning policy framework is established in a timely manner. This would ensure the timely development of strategic employment lands in accordance with Provincial, Regional and City objectives.</p> <p>We appreciate the opportunity to provide these comments and request to be notified in relation to any further meetings or reports associated with this process. Please do not hesitate to contact the undersigned [REDACTED] if you have any questions in relation to this submission.</p>	<p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure engineering feasibility at key locations, including the proposed connections with Highways 400, 427, 410, and 401; and the crossings of major watercourses, including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for a new transportation corridor, consisting of a highway and transitway and/or truck only facility. The required area includes interchanges to connecting freeways and major arterials, local road realignments, transit stations or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, and transit station parking.</p> <p><u>Stage 2 and Further Refinement</u></p> <p>It is recognized that this study area is preliminary and will be further refined during Stage 2 of the EA (Route Planning and Preliminary Design). The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The study area also provides a focused area for the start of Stage 2 of the EA, within which a reasonable range of route alternatives can be considered. We must recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the exact route alignment is selected. MTO will work as quickly as possible to identify a preferred route alternative.</p> <p>Area 47 remains a critical area in this process. Opportunities to develop transportation infrastructure south of the Bolton Urban Area and north of the existing built up area of Brampton are limited and complicated by a number of constraints in the area to the east, such as the Humber River Valley, Hydro One corridor and CP Rail corridor. The EA process requires that all possible options be considered.</p> <p>MTO and the Project Team met with City of Brampton on September 21, 2011 to discuss the potential impact between GTA West Corridor Planning and SP 47. There was an understanding of the need and the reasons for the inclusion of portions of SP 47 in the GTA West Corridor Route Planning Study Area among MTO, Brampton staff and its transportation consultant (HDR). Please contact Mr. David Waters at the City for further information regarding the discussion.</p> <p>We recognize and appreciate the request for the ministry to expedite the environmental assessment (EA) process to identify the preferred route as soon as possible to minimize potential delay to planned development proposals. MTO and the Project Team are moving the GTA West Corridor project forward into the next stages of the EA as expeditiously as we can.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial Planning Office Joe Perrotta – MTO Provincial Planning Office David Waters – City of Brampton</p>
EM-372	Jun 30-11	<p>See PDF copy of EM-372 for full memo and maps.</p> <p>We are counsel to [REDACTED] concerning this Environmental Assessment (iIEA) and its potential impact on [REDACTED] significant land holdings in the Town of Caledon. [REDACTED] proposes a significant new town concept development consisting of a wide array of residential, community and employment uses.</p>	<p>Sent to Dec. 23-11.</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your letter dated June 30, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from</p>

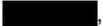
GTA West Corridor EA

Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

#	Comment Date	Comment*	Response
		<p>Thank you for taking the time to meet with us on June 28, 2011. As discussed, we are pleased to enclose a memorandum outlining comments on the Draft GTA West Corridor Environmental Assessment Transportation Development Strategy Report prepared by [REDACTED]. As we expressed at the meeting, our client understands that the potential GTA West Corridor and related EA analysis is a significant matter of public interest. However, at the same time, that public interest needs to be balanced with the need for certainty of investment for private landowners and the efficiency of the municipal approval processes those landowners rely upon for development applications. As a result, we will look for opportunities on any future work related to this EA to encourage the Ministry of Transportation and its consultants to provide certainty on which lands may be needed for a future highway corridor as soon as possible.</p> <p>We trust that you will also look for opportunities to continue to narrow the study area as quickly as you can and to expedite your work and provide certainty for land required for segments of any proposed highway corridor, as soon as those segments become known. In the meantime, our client will continue with the ongoing planning process for its lands. As part of the process, we will continue to advise the Ministry of Transportation and its consultants on the relevant steps that we take as part of this ongoing municipal planning processes.</p> <p>Should you have any questions regarding the enclosed submission, please do not hesitate to contact [REDACTED].</p>	<p>the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the potential connections with Highways 400, 427, 410 and at two points along Highway 401; and the crossings of major watercourses including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p><u>Stage 2 and Further Refinement</u></p> <p>It is recognized that this study area is preliminary and will be further refined during Stage 2 of the EA (Route Planning and Preliminary Design). The study area provides a focused area for the start of Stage 2 of the EA, within which a reasonable range of route alternatives can be considered. During Stage 2 of the EA there will be a closer examination of opportunities to avoid or minimize effects to environmental features as you have identified. Stage 2 of the EA will also include development of concept designs and identifying mitigation methods that will address issues of both highway geometry and impacts to the natural environment. MTO will work as quickly as possible to identify a preferred route alternative.</p> <p>Opportunities to develop a transportation corridor south and west of the Bolton Urban Area, and north of the existing built up area of Brampton are limited and complicated by a number of constraints in the area to the east such as the Humber River Valley, Hydro One corridor and CP Rail corridor. The EA process requires that all possible options be considered.</p> <p>We will continue to work with Town of Caledon to discuss development issues. We are prepared to meet with you and other respective landowners to discuss and address the development issues in Caledon as they relate to the preliminary route planning study area for the GTA West Corridor.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>
EM-373	Jun 30-11	<p>Dear Mr. Neil Ahmed,</p> <p>The GTA West Corridor Preliminary Route Planning Study Area for Stage 2 of the Environmental Assessment in Vaughan runs mainly through the Greenbelt. The sections in Halton and Peel Regions only cross much smaller portions of the Greenbelt.</p> <p>The area under study in Vaughan is the last major section of Greenbelt in Vaughan, apart from the Boyd and Kortright conservation areas, and contains the Canadian Heritage Humber River Valley. My concern is not only that running a 210 metre Transportation Corridor through this area will impact a much wider swath, it will also signal to the Municipality and the development industry that the Province is not serious about protecting the Greenbelt. It seems bizarre to me that the Province would define the Greenbelt to be a protected area and then propose to use it as a transportation corridor. Furthermore, given past history of such major infrastructure projects, there will undoubtedly be tremendous pressure to help fund this particular project by allowing development either side of this Corridor.</p> <p>My understanding of the Province's Greenbelt policy is that new or expanding infrastructure shall avoid key natural heritage features or key hydrologic features</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The GTA West Study is being undertaken based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006). The <i>Growth Plan</i> identifies the need for better transportation linkages between some <i>Urban Growth Centres</i> including Brampton City Centre, Vaughan Metropolitan Centre, Downtown Milton and Downtown Guelph. The boundaries of the study area were developed to capture an area which includes these <i>Urban Growth Centres</i>. Additional information about the study's purpose and the establishment of the preliminary study area</p>

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#	Comment Date	Comment*	Response
		<p>unless need has been demonstrated and it has been established that there is no reasonable alternative. While there may be no reasonable alternatives within the designated study area, this is not quite the same as saying there are no reasonable alternatives at all and I would appreciate seeing a re-cap of the rationale for the choice of this particular study area which I don't recollect was ever well publicized.</p> <p>The need for an east-west road transportation corridor in York Region well north of metropolitan Toronto has been apparent for many decades. However, it appears that it took the York Regional Council until December 2009 to approve an update to its Transportation Master Plan which formally identified the need for a mid-York Region east-west transportation corridor. According to a recent article in a local paper (The King Weekly, June 1, 2011), in June 2010, York Region authorized staff to commence a feasibility and preliminary engineering study for a "mid-York east-west transportation corridor" interchanging with Highway 400 somewhere between Teston Road and Highway 9. Please note, the proposed GTA West Corridor route only goes west off Highway 400. The north/south study boundaries of this York Region study are Lloydtown-Aurora Road /Kirby Road. It appears, therefore, that York Region thinks it should look further north than Ministry of Transportation is prepared to.</p> <p>A further concern is the future routing of the Province's Highway 427 which currently dies in Vaughan just north of Highway 7. The Province has plans to extend Highway 427 further north to York Region's improved Major Mackenzie Drive. Is that as far as it will ever go or will it "logically" be extended further north again, through ecologically sensitive areas, to meet up with the GTA West Corridor route? If so, it will also bi-sect the same Vaughan Greenbelt, only this time north/south instead of east/west! If a northerly extension of Highway 427 is a possibility within the foreseeable future, the GTA West Corridor Route should definitely be moved north.</p> <p>I do not wish to halt the study but I feel that the Ministry has not made any reasonable attempt to look at alternatives that would improve the east-west traffic flow in York Region without impinging on the Greenbelt to anything like the extent to the proposed route. I would like to see an effort made to seek out alternatives and evaluate them because I believe they exist.</p> <p>Sincerely, </p>	<p>can be found in the GTA West Corridor Terms of Reference (July 2007, as amended March 2008) on the project website (www.gta-west.com).</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>A new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley that runs north to south throughout the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 (Route Planning) of the EA. MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>In regards to your inquiries about the extension of Highway 427 north, it is suggested that the GTA West corridor connect to an extension of Highway 427 from the proposed terminus at Major Mackenzie Drive. The TDS recommends that connections to existing transportation facilities be made in order to create a complete transportation network.</p> <p>Lastly, with regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-374	Jun 30-11	<p>Dear Mr. Neil Ahmed,</p> <p>I wish to comment on the choice of the Preliminary Route Planning Study Area for Stage 2 of the Environmental Assessment, specifically, the section which runs from approximately Highway 50 to Highway 400.</p> <p>Throughout most of its roughly 15 kilometre length, this section runs mainly through the Greenbelt. This is in stark contrast to the sections in Halton Hills and Peel Regions which, admirably, only traverse very small sections of the Greenbelt. In fact, the total amount of Greenbelt affected in those regions is a fraction of the amount of Greenbelt affected in Vaughan.</p> <p>While it is understood that the Ministry has protocols in place to moderate the impact of transportation corridors where they pass through Greenbelt areas it is impossible to eliminate the direct impact of a 210 metre transportation corridor and the indirect impacts caused by attracting development nearby. The noise, air pollution, visual pollution and run off will affect a much wider area than the 210 metre corridor. It is difficult to believe that the province defined the Greenbelt and other sensitive areas in order to provide massive transportation corridors if less intrusive alternatives are available.</p>	<p>Dear ,</p> <p>Thank you for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities</p>

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#	Comment Date	Comment*	Response
		<p>My understanding of the Province's Greenbelt policy is that new or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative. While there may be no reasonable alternatives within the study area, this is not quite the same as saying there are no reasonable alternatives at all.</p> <p>York Region has scheduled substantial upgrades to Major Mackenzie Drive and other roads in West Vaughan. These will help carry increased traffic between Highways 50 and 400. Peel Region is planning an east-west arterial connector to meet Major Mackenzie Drive. The Province has plans to extend Highway 427 to Major Mackenzie Drive. These and other developments by the Region will improve traffic flow in and through West Vaughan alleviating the need for a new corridor for the time being. There may be an opportunity to develop a corridor north of the Greenbelt where intrusion into the Greenbelt would far less than if it were to run through Vaughan. However, to connect to the proposed preliminary route of the GTA West Corridor a crossing of the Greenbelt and the Oak Ridges Moraine would be required. Any substantive extension of Highway 427 northward from Major Mackenzie Drive would have to do just that. I understand that this also would result in a significant intrusion into sensitive areas, but if a further extension of Highway 427 is a possibility within the foreseeable future there is no point having two corridors running through the Greenbelt if the transportation objectives can be achieved with one.</p> <p>This should not be taken as a request to defer the planning and assessment stage of the GTA West Corridor or the commencement of Stage 2 of the process. Indeed, the more opportunity the public has to see the plans unfold the better. However, what is being asked is that the Ministry of Transportation evaluates alternative routings of the Corridor beyond the current Study Area and confirms that the negative socio/environmental impacts of the proposed route through West Vaughan are less than those of available alternatives.</p> <p>Sincerely, </p>	<p>will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>A new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley that runs north to south throughout the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 (Route Planning) of the EA. MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>In regards to your inquiries about the extension of Highway 427 north, it is suggested that the GTA West corridor connect to an extension of Highway 427 from the proposed terminus at Major Mackenzie Drive. The TDS recommends that connections to existing transportation facilities be made in order to create a complete transportation network.</p> <p>Lastly, with regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-375	Jun 30-11	<p><i>See PDF attachments of EM-375 for full comments.</i></p> <p>The member groups of the Stop the Escarpment Highway Coalition (SEHC) would like to voice our objection to plans for a new 400 series highway known as the GTA West corridor. The comments we have recently submitted on the Niagara to GTA corridor project apply equally to the GTA West and are being submitted for inclusion within this project as well.</p> <p>Having reviewed the related documents and maps on the GTA West project it is evident that, regardless of how carefully a route is chosen for this proposed highway, it will destroy a large swath of Greenbelt in Vaughan. The Ontario Ministry of Municipal Affairs and Housing notes on its website that Ontario's Greenbelt boasts, "some of the best agricultural land in Canada, valuable natural resources and significant environmental features, the Greenbelt is also home to vibrant rural communities engaged in diverse economic activities." All of this is at risk when pavement is introduced. Agricultural land is chopped up and taken out of production and natural capital is destroyed.</p> <p>The following documents are attached:</p> <ul style="list-style-type: none"> • COPE / SEHC comments on the NGTA corridor which are specific to the project as well as address government policy issues. These comments also apply to the GTA West project. • Natural Capital Study- June, 2011 which can be used as a template to determine the value in the GTA West study area. 	<p><i>Sent Jan 26-12</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting comments on behalf of the Stop Escarpment Highway Coalition (SEHC) and Citizens Opposed to Paving the Escarpment (COPE).</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor in the Halton area. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. Note the GTA West Project Team has been co-ordinating with the Niagara to GTA (NGTA) Project Team at a high level in a number of areas, for example:</p> <ul style="list-style-type: none"> • Both studies used the same baseline data, assumptions and methodology for demand forecasting; • Both studies apply the same process, factors and criteria for the generation, assessment and evaluation of alternatives; • The GTA West Study process allows for the consideration of any particular alternative from the NGTA Study and vice versa; and • Both studies are being undertaken by the same MTO office using a similar consultant consortium structure. <p>Therefore, we concur with the December 23, 2011 response sent by the NGTA Project Team, and offer the following to address your concerns directed specifically at the GTA West Corridor EA.</p>

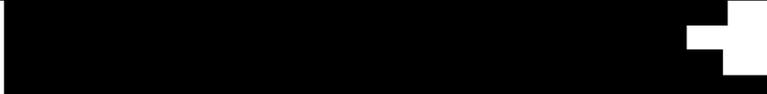
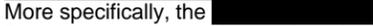
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#	Comment Date	Comment*	Response
		<ul style="list-style-type: none"> The signed version of Dr. David Pengelly's review of the RWDI Air Quality report which forms part of the NGTA teams research on the impact of a corridor in the area. This also equally applies to the GTA West process. <p>We draw your attention to our recently commissioned Natural Capital Study on the Flamborough – North Burlington NGTA west study portion. The Natural Capital value of the services provided by this natural space is approximately \$912 million annually. We expect our government to factor in the value of Natural Capital Services as a required part of the planning process; for the NGTA corridor and the GTA West project. To date this has not been done and is especially warranted when considering all areas currently under study for future highways. The natural capital impacted would be worth billions of dollars annually. We have provided this report to assist in completing a more realistic cost / benefit analysis.</p> <p>Thank you for incorporating our comments into your process. We look forward to seeing them put into action.</p> <p>Sincerely, Stop Escarpment Highway Coalition and Citizens Opposed to Paving the Escarpment </p>	<p>A new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley that runs north to south throughout the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide crossing opportunities at a large number of locations since crossing of this natural feature cannot be avoided. Identifying a large number of opportunities is important so that numerous crossing locations can be examined during Stage 2 (Route Planning) of the EA. MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area. As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor on agriculture.</p> <p>The Natural Capital Report provided will offer valuable insight into the costs of the ecosystems within the study area, and we thank you for the resource.</p> <p>As part of the additional analysis underway, an economic assessment is being undertaken, including an assessment of the potential economic impacts to farming operations and fragmentation of agricultural operations as suggested.</p> <p>All alternatives are being evaluated using factors and criteria approved by the Minister of the Environment in the GTA West Corridor Terms of Reference (July 2007, approved March 2008). The criteria in each factor group (Natural Environment, Land Use / Social Environment, Cultural Environment, Area Economy, Transportation and Cost and Constructability), and measures for each, are intended to assist the factor-specific environmental specialists in determining the overall impact of the various alternatives on the natural, social and cultural environments. For each criterion, potential effects are measured using qualitative and quantitative measures.</p> <p>The full list of evaluation factors and criteria is available for review in the Draft Transportation Development Strategy Report on the project website at www.gta-west.com.</p> <p>Lastly, as the study progresses, additional studies to assess potential air quality effects of the project will be undertaken. This will include the identification of measures to reduce effects if they are found to be high. Stage 1 of the EA Study includes an assessment of regional air quality, including an examination of greenhouse gas emissions associated with the various alternatives.</p> <p>We have your organization on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-376	Jun 30-11	<p>June 30, 2011</p> <p>To Hon. Dalton McGuinty, Premier of Ontario, Hon. Kathleen Wynne, The Minister of Transportation, and Mr. Neil Ahmed, P. Eng., Consultant Project Manager</p> <p>Dear Premier McGuinty, Minister Wynne and Mr. Neil Ahmed,</p> <p>On behalf of the Ontario Greenbelt Alliance and Environmental Defence, I am writing to make a formal submission regarding the Ontario Ministry of Transportation's 'GTA West Corridor' Environmental Assessment. The Ontario Greenbelt Alliance is a diverse multi-stakeholder coalition of close to 100 organizations who share a common vision for protecting and expanding the Golden Horseshoe Greenbelt. Environmental Defence is the coordinator of the Ontario Greenbelt Alliance.</p> <p>The GTA West Corridor study includes a plan for a new 400-series highway expansion that will cut through North Vaughan and the Greenbelt in one of its most significant Natural Heritage Systems. This includes the Purpleville Creek headwaters (endangered redbreast dace habitat)/East Humber River environmentally significant area (ESA #127)/Humber River/Cold Creek environmental policy areas.</p> <p>We believe putting a massive new highway through the Greenbelt or the Oak</p>	<p>Dear ,</p> <p>Thank you for your interest in the study and for submitting comments on behalf of the Ontario Greenbelt Alliance and Environmental Defence. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p>

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		<p>Ridges Moraine is not protecting our natural heritage and it is not planning for smart growth of our communities. The Draft GTA West Corridor Environmental Assessment study itself recognizes that the natural features of this area are important and must be protected. Additionally, The Greenbelt Plan policy 4.2.1.2(d) stipulates that "New or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative".</p> <p>We believe there are viable alternatives that must come before creating highways across the Oak Ridges Moraine and Greenbelt. These include investment in the Metrolinx plan and expanding transit services to provide commuter links to Vaughan City Centre via the subway link and LRT and to Guelph and Bolton in order to ease commuter traffic on the roads and allow trucks easier access. Additionally, improvements to rail corridors for industry to rely on rail rather than trucking to get goods to market, needs to be a priority.</p> <p>The cost of traffic congestion within the GTA is well documented by the Toronto Board of Trade in its report, <i>Toronto as a Global City: Scorecard on Prosperity 2010</i>. The report suggests the reasons for the GTA's traffic issues are urban sprawl and decades of under-investment in public transit, not the lack of highways.</p> <p>With 1.8 million acres of protected land, the Greater Golden Horseshoe Greenbelt is the largest and most diverse in this world. The David Suzuki Foundation estimates the ecological services and benefits provided by the Greenbelt are valued at \$2.6 billion per year.</p> <p>In May of this year, the Ontario Greenbelt Alliance commissioned a poll that found 70 per cent of Ontarians favour strengthening the Greenbelt to protect greenspace and agricultural land, not lessening protection. We commend your government for planning policy such as the <i>Places to Grow</i>, Greenbelt Plan and Metrolinx Plan and strongly encourage your final assessment to be consistent with the intention of the Greenbelt and <i>Places to Grow</i> policies by limiting new infrastructure that will cut through the Greenbelt.</p> <p>Sincerely, </p>	<p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about the consideration of the Greenbelt and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The <i>Greenbelt Plan (2005)</i> recognizes that infrastructure is important to the economic well-being, human health and quality of life in southern Ontario and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The <i>Greenbelt Plan</i> also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.</p> <p>In this context, Section 4.2 of the <i>Plan</i> sets out specific policies for infrastructure, which permits existing, expanded or new infrastructure (subject to approval under relevant legislation within the Protected Countryside) provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.</p> <p>In general, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>Please note that upon refining the Preliminary Study Area to the Preliminary Route Planning Study Area, a new crossing of the Oak Ridges Moraine is not required. A new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley that runs north to south throughout the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 (Route Planning) of the EA. MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-377	Jun 30-11	<p></p> <p>More specifically, the  properties are located within Secondary Plan Areas 52 and 53 (also referred to as "Heritage Heights SP"); an area bounded by Mayfield Road, Mississauga Road, the Credit River Valley, and Winston Churchill Boulevard.</p> <p>Our work on behalf of  has included tracking the progress of the GTA West Corridor EA Study, and reviewing the various materials and reports that have been prepared in support of it. It is in this capacity that we have prepared the following comments in response to the Transportation Development Strategy Report (TDSR) dated February 2011.</p> <p>Comments</p> <p>The first area of concern is related to the timing of the Stage 2 Study and subsequent design and construction of a corridor that would serve the</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 30, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area.</p> <p>The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Draft Transportation Development Strategy (Strategy) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p>Preliminary Route Planning Study Area Criteria</p>

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		<p>transportation needs of the [REDACTED] within the context of Secondary Plan Areas 52 and 53. We note that the TDSR:</p> <ul style="list-style-type: none"> identifies that in addition to the existing planned programs of highway and transit network improvements across the GTA, there is a need for two (2) new highway corridors (GTA West and a North-South link) comprising a combination of elements from Alternatives 4-2 and 4-3 in order to address future transportation challenges; identifies a "Preliminary Route Planning Study Area" for purposes of developing alignments for these highway corridors in the forthcoming Stage 2 of the Study. We note with concern that this area includes the entire developable area of "Heritage Heights SP"; recognizes that the Halton Peel Boundary Area Transportation Study (HPBATS) is underway, and that the findings of that Study are consistent with those of Stage 1 of the GTA West Study. <p>Furthermore, we note from page 244 the following: <i>"With the potential that the new transportation corridor and north-south link to Highway 401 at 407 ETR will serve both provincial and municipal functions, there will likely be provincial and municipal involvement, which would require further discussion and collaboration among the Ministry of Transportation, Halton Region, Region of Peel, local municipalities and 407 ETR in the subsequent implementation process."</i></p> <p>As the GTA West Study team is aware, planning for the development of the "Heritage Heights SP" and the whole of the northwest precinct of Brampton, has been underway since the late 1990's. The planning for this future urban area of Brampton has included the identification and rationalization of a high order transportation corridor serving to connect northwest Brampton with the lands located within the Bram West Secondary Plan Area which is located immediately to the south, across the Credit River Valley.</p> <p>The need for a north-south transportation corridor through the west and northwest areas of Brampton was identified many years ago. It has been the subject of ongoing study by the City of Brampton, and Region of Peel. The need to finance this facility has been anticipated and is included in the current Region of Peel Development Charges. The most recent work done in this regard has been through the HPBATS, as noted in the GTA West TDSR, and the City of Brampton's Transportation and Transit Master Plan Sustainable Update; completed and adopted in 2010. City of Brampton Council authorized City Staff to initiate the preparation of a Secondary Plan for the "Heritage Heights SP" in December of 2009. Since that time the key Secondary Plan background studies have been scoped and tendered, the most recent of these being the Heritage Heights Transportation Master Plan (TMP) Study in May 2011. Since the high order road corridor (identified as the Halton-Peel Freeway in HPBATS) comprises the key transportation link in this area, a primary objective of the TMP Study is to complete a preliminary identification and evaluation of potential Credit River Valley crossing locations.</p> <p>It is anticipated that narrowing of the alternative alignment options across the Credit River Valley (a key natural heritage constraint) will provide a basis for defining a scoped Corridor Protection Area through the "Heritage Heights SP" area for the proposed Halton-Peel Freeway. This objective has been identified as an essential preliminary stage of work, and one that is necessary in order that the Study Team be able to move forward with the development of a community transportation network as required for the Transportation Master Plan in support of the Secondary Plan, while at the same time recognizing the requirements of the forthcoming:</p> <ul style="list-style-type: none"> Phase 3 & 4 HPBATS Environmental Assessment for the Halton-Peel Freeway, and Stage 2 GTA West Corridor Environmental Assessment. <p>It is extremely positive that the objectives for these three (3) study processes are aligned so closely in this instance. The City of Brampton TTMP and TMP, the inter-jurisdictional HPBATS, and the Provincial GTA West Study have all identified and are pursuing a high order road facility aligned north-south through "Heritage Heights SP", and ultimately connected to the provincial highway network in the vicinity of the junction of Highways 401 and</p>	<p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure the engineering feasibility at key locations including the proposed connections with Highways 400, 427, 410, and 401; and the crossings of major watercourses, including the Humber River and Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for new highway / transitway routes, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stops or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, transit station parking, etc. It is recognized that this study area is preliminary and will be refined during Stage 2 of the EA.</p> <p>Your concerns regarding the creation of a truck-only route have been noted. Some very preliminary analysis was carried out in assessing the benefit of utilizing the new transportation corridor as a truck-only route. This will be carried forward for further consideration and analysis during Stage 2 of the EA Study, in order to better assess this potential.</p> <p>Stage 2 of the EA</p> <p>It is recognized that the study area is preliminary and will be further refined during Stage 2 of the EA (Route Planning and Preliminary Design). The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate. It does not mean an entire freeze on development within the study area limits. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The study area also provides a focused area for the start of Stage 2 of the EA, within which a reasonable range of route alternatives can be considered. We must recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the exact route alignment is selected. MTO will work as quickly as possible to identify the preferred route alternative.</p> <p>The Halton-Peel Boundary Area Transportation Study (HP-BATS) north-south corridor, as recommended through municipal study will continue to be a part of the GTA West Study's analysis. The GTA West Project Team will continue to work with municipalities and to coordinate with the HP-BATS study.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office</p>

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		<p>407.</p> <p>In order that this common objective be realized in a timeframe that is consistent with the planning process in this area, it is important that the area of the "Heritage Heights SP" that is subject to corridor protection pending identification of an alignment for the future highway be scoped in as substantial and timely a fashion as is feasible, while ensuring that the needs of the three (3) study processes are met. Each of the agency stakeholders and their Study teams must work in cooperation with the others in order for this to happen. In particular it is critical that MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, and that they do so with full knowledge that their participation is meant to:</p> <ul style="list-style-type: none"> • refine the limits of the Corridor Protection Area; • advise municipal transportation planning work with the intent of facilitating approval of secondary plans and subsequent development applications (including Plans of Subdivision and/or Site Plans) that include a substantially refined Corridor Protection Area; and • result in approvals for and development of areas currently included in the Corridor Protection Area in a timeframe which may very likely be prior to the completion of the GTA West EA Study process. <p>Our second area of concern is in regard to any suggestion that the GTA West Corridor should comprise a dedicated truck facility. This is discussed in some detail in Section 4.8.3 of the TDSR, and re-iterated on page 204 as a Recommendation going forward to Stage 2, as follows: "<i>Some very preliminary analysis was carried out in assessing the benefit of utilizing the new transportation corridor as a truck only route. This will be carried forward for further consideration and analysis during Stage 2 of the EA Study.</i>"</p> <p>While there may be some benefits to operating the future GTA West Corridor as a dedicated truck facility from the perspective of the provincial highway network, this is an unacceptable option from the perspective of the lower tier stakeholders, including the City of Brampton and [REDACTED]. As noted above, the need for a mixed traffic highway corridor through west and northwest Brampton was identified many years ago, and has been rationalized and justified through the Phase 1 & 2 HPBATS Environmental Assessment. As it is not reasonable or feasible to suggest that there should be two (2) parallel corridors in this area, the ultimate corridor must carry both automobile and truck traffic. Development of this area of Brampton cannot be supported as planned on the basis of a dedicated truck only facility in this corridor.</p> <p>We are strongly opposed to a "dedicated truck facility" being carried forward as an option to the Stage 2 Study as Recommended on page 204 of the TDSR. If you have any questions regarding the above comments, please do not hesitate to contact the undersigned.</p>	
EM-378	Jun 30-11	<p>Dear Mr. Ahmed,</p> <p>We advise that [REDACTED] Secondary Plan Area 47 comprises the lands bounded by Mayfield Road, Regional Road 50, Castlemore Road and The Gore Road. On behalf of [REDACTED] we have reviewed the above noted draft Report dated February 2011 and have had related discussions on this matter with the City of Brampton. As you are aware, the Preliminary Route Planning Study Area affects a significant part of Secondary Plan Area 47 in north east Brampton. As you are also aware, the Secondary Plan process for Area 47 has been underway for some considerable time.</p> <p>While the need for a new transportation corridor, as well as other components of the strategy, is not disputed, it is important that the unique position of Secondary Plan Area 47 is recognized in the context of the Environmental Assessment process. In this regard, we note that Secondary Plan Area 47 was included in the City of Brampton Urban Boundary in 1995 with the lands designated for Employment and Residential Uses at that time. In recent years, a significant area of the lands affected by the Preliminary Route Assessment Study Area</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the GTA West Corridor Environmental Assessment (EA) Study and for your e-mailed letter dated June 30, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>The GTA West Corridor Draft Transportation Development Strategy (TDS) Report (February 2011, www.gta-west.com) has been referred to in responding to your letter.</p> <p><u>Preliminary Route Planning Study Area Criteria</u></p> <p>The Preliminary Route Planning Study Area was developed based on the overarching principle to maximize the opportunities for route generation while attempting to meet MTO Geometric Design Standards and avoid and/or minimize effects on the natural environment, existing built-up areas and approved municipal land use plans. MTO Geometric Design Standards were also used to ensure engineering feasibility at key locations, including the proposed connections with Highways 400, 427, 410, and 401; and the crossings of major watercourses, including the Humber River and</p>

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		<p>have been purchased by end users. Accordingly, the impact of the Preliminary Route Assessment Study Area is considerable, both to the original property owners who based their financial planning for the last fifteen years on lands being developable without unforeseen restrictions, and, to purchasers who recently acquired lands in the area on the basis of the existing land use designations.</p> <p>In consideration of the above, it is critical that MTO and its Study Team recognizes this area as a priority area and to work with the City of Brampton, the Region of Peel and the Town of Caledon (as well as the City of Vaughan and Region of York) to refine the Study Area within Secondary Plan Area 47 to ensure that Route Planning aligns with other planning objectives. The [REDACTED] will take a pro-active role in this matter and will assist the City of Brampton to ensure that employment lands are not unduly "frozen" as well as to expedite the process.</p> <p>On behalf of the [REDACTED] we will be pleased to meet with you at your convenience to discuss our concerns and to explore ways to expedite the process. We will follow up with you on this matter and remain.</p>	<p>Credit River.</p> <p>The Preliminary Route Planning Study Area is intended to be large enough to accommodate several route alternatives for a new transportation corridor, consisting of a highway and transitway and/or truck only facility. The required area includes interchanges to connecting freeways and major arterials, local road realignments, transit stations or rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation, and transit station parking.</p> <p><u>Stage 2 and Further Refinement</u></p> <p>It is recognized that this study area is preliminary and will be further refined during Stage 2 of the EA (Route Planning and Preliminary Design). The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The study area also provides a focused area for the start of Stage 2 of the EA, within which a reasonable range of route alternatives can be considered. We must recognize that planning for major transportation infrastructure takes time, and we understand that there will be uncertainties until the exact route alignment is selected. MTO will work as quickly as possible to identify a preferred route alternative.</p> <p>Area 47 remains a critical area in this process. Opportunities to develop transportation infrastructure south of the Bolton Urban Area and north of the existing built up area of Brampton are limited and complicated by a number of constraints in the area to the east, such as the Humber River Valley, Hydro One corridor and CP Rail corridor. The EA process requires that all possible options be considered.</p> <p>MTO and the Project Team met with the City of Brampton on September 21, 2011 to discuss the potential impact between GTA West Corridor Planning and SP 47. There was an understanding of the need and the reasons for the inclusion of portions of SP 47 in the GTA West Corridor Route Planning Study Area among MTO, Brampton staff and its transportation consultant (HDR). Please contact Mr. David Waters at the City for further information regarding the discussion.</p> <p>We recognize and appreciate the request for the ministry to expedite the environmental assessment (EA) process to identify the preferred route as soon as possible to minimize potential delay to planned development proposals. MTO and the Project Team are moving the GTA West Corridor project forward into the next stages of the EA as expeditiously as we can.</p> <p>We have you on our contact list to ensure you are notified of future events.</p> <p>Should you require further information, please feel free to contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager at McCormick Rankin Corporation, at 905-823-8500.</p> <p>Again, thank you for taking the time to provide your comments and for your interest in this study.</p> <p>Yours very truly McCORMICK RANKIN CORPORATION</p> <p>Neil Ahmed, P. Eng. Consultant Project Manager</p> <p>cc: Jin Wang – MTO Provincial & Environmental Planning Office cc: David Waters, City of Brampton</p>
EM-379	Jun 30-11	<p>We are residence of Halton Hills who live on the 8th Line. We are extremely disappointed and concerned with the proposal of the new highway almost in our backyards. Many years ago the nuclear power plant was located on Steeles, just South of us and now they want to locate a highway just North of us. Have them located it somewhere else!!! This highway will depreciate all our property values. We highly object to this proposal and want you to build it somewhere else. I did not spend \$800000 on a new home in South Georgetown to have a highway next door. I moved to rural Georgetown to live in rural Georgetown not to have a major highway next door. Build it on commercial/industrial land in the Steeles corridor!</p> <p>Georgetown South Resident [REDACTED]</p>	<p><i>For response, see EM-301.</i></p>
EM-380	Jun 30-11/Jul 1-11	<p>See PDF of EM-380 for map attachment</p> <p>To: Mr. Jin Wang and Mr. Neil Ahmed,</p> <p>I must apologize for sending through a second revised comment sheet. Please add the map previously sent to this comment sheet. I hope you are able to accept this request for the GTA West Corridor Planning and EA Study and destroy the previous versions. I woke up last night and realized that I had not made my intentions clear enough and wanted to further clarify. Sorry for the confusion. I have faxed you a signed sheet.</p>	<p>Sent Dec 22-11</p> <p>Dear Ms. Schulte,</p> <p>Thank you for your interest in the study and for submitting comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p>

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		<p>Best Regards! Deb Schulte</p> <hr/> <p>Date: June 30th, 2011</p> <p>To: Mr. Jin Wang, Project Coordinator, MTO Mr. Neil Ahmed, Consultant Project Mgr., McCormick Rankin Corp. Subject: GTA West Corridor Planning and EA Study: Comments on the Draft Transportation Development Strategy Report (Revised)</p> <p>WHEREAS, the Province has identified the GTA West Corridor in the Growth Plan as part of the required infrastructure to support growth, and</p> <p>WHEREAS, the Ontario Ministry of Transportation is undertaking the multi-staged GTA West Corridor Environmental Assessment study, and</p> <p>WHEREAS, MTO has released a draft Transportation Development Strategy Report for public comment as part of Stage 1 of the GTA West Corridor Environmental Assessment study, and</p> <p>WHEREAS, the GTA West Corridor, identified in the Growth Plan as a "Future Transportation Corridor", is to represent a strategic link between the Urban Growth Centres in the west of the GTA such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph, and</p> <p>WHEREAS, the GTA West Corridor is unlikely to provide a strategic link for Vaughan's Urban Growth Centre. The Vaughan Metropolitan Centre (formerly called the Vaughan Corporate Centre) is 12 km driving distance south from the proposed eastern terminus of the GTA West at Hwy 400, and is less than 1 km driving distance from Hwy 407, and</p> <p>WHEREAS, the proposed GTA West Corridor through the City of Vaughan will bisect the Greenbelt and the Natural Heritage System in Vaughan, encompassing the Purpleville Creek headwaters (endangered red side dace habitat)/East Humber River environmentally significant area (ESA #127)/Humber River/Cold Creek environmental policy areas (see Attachment A - Map); and</p> <p>WHEREAS, the Greenbelt Plan policy 4.2.1.2(d) is similar to the Oak Ridges Moraine Plan policy that stipulates "<i>New or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative</i>", and</p> <p>WHEREAS, the GTA West Corridor study area to the east was tightly constrained by the Oak Ridges Moraine and provided limited options to avoid Greenbelt Key Natural Heritage features, and</p> <p>NOW THEREFORE BE IT REQUESTED that MTO in Stage 2 of the GTA West Corridor Environmental Assessment Study ensures that the proposed corridor east of the Peel/York boundary meets Greenbelt Plan policy 4.2.1.2 (d), by ensuring that it has less socio/environmental negative impacts than other alternatives that may be outside the study area. In addition, the study should also investigate the impact of terminating the highway at the proposed extension to Hwy 427, and not terminate at Hwy 400, to avoid Greenbelt Key Natural Heritage features.</p> <p>Sincerely, Deb Schulte Regional Councillor City of Vaughan</p>	<p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition towards a corridor connection between Highway 400 and Highway 427 has been noted.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>We reiterate that this future roadway congestion is expected <u>even with</u> the significant investment in transit recommended in the Metrolinx Regional Transportation Plan, highway improvements already planned by MTO and area municipalities, and the Group 1 and Group 2 initiatives recommended in the draft Transportation Development Strategy (TDS) developed by the Project Team.</p> <p>Without additional highway improvements to compliment the investment in transit infrastructure, the projected increase in congestion on the highways in the study area is forecast to:</p> <ul style="list-style-type: none"> • impact commuter travel resulting in increased travel times between Urban Growth Centres in the Study Area (i.e +15% - Vaughan to Milton, +20% Brampton to Vaughan, +35% Milton to Vaughan, and +40% Guelph to Vaughan); • impact tourist travel with Highway 401, through Mississauga, representing a key bottleneck between Southwestern Ontario and the Niagara area and Eastern Ontario, Toronto, and Cottage Country to the north of the GTA; and • increase travel delays and unpredictability in travel times for goods movement into and through the GTA, which will have negative impacts on the competitiveness of the GTA and the broader Southern Ontario region and limit our ability to retain and attract new industry that depends on access to major highways, ports and rail terminals. <p>The major highways in York and Peel Regions, for example, are all forecast to be operating over capacity by 2031 even with the significant investments in transit noted above. Highways 401, 400, 427 and 410 were all identified as needing additional capacity to accommodate the projected growth in these communities. Impacts related to inter-regional traffic (autos and trucks) using municipal roads are also forecast to increase significantly by 2031, and many stakeholders noted that this trend is already beginning to cause problems in many communities. Much of the diversion in longer distance trips to municipal roads within the GTAW Study Area can be traced back to recurring congestion on Highway 401, including congestion at the Highway 401/400 interchange.</p> <p>The preliminary study area reflects the Purpose of the Study which is based on the transportation policy direction of the Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>. A corridor to the north of the existing preliminary study area boundary would be well removed from the transportation linkages currently envisaged in the <i>Growth Plan</i>, and would further impact the Greenbelt and include new impacts to the Oak Ridges Moraine.</p> <p>With regards to your concerns about the Greenbelt lands through Vaughan, a new corridor crossing of the Greenbelt in the City of Vaughan cannot be avoided as the designation is associated with the Humber River Valley that runs north to south through the study area. To minimize potential effects, a Preliminary Route Planning Study Area has been identified to provide maximum crossing opportunities at locations where crossings of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined during Stage 2 of the EA (Route Planning and Preliminary Design). MTO will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the subsequent stage of the EA through impact assessment and mitigation in accordance to the infrastructure policies set out in the Plan.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA</p>

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Public Comments and Responses to Draft Transportation Development Strategy (February 2011) Released on March 7, 2011

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			<p>West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-381	Jul 1-11	<p>I would like to convey my strong support for the proposed (option 4-3) Georgetown South 400 series highway bypass.</p> <p>As a resident in South Halton Hills/Georgetown, I am very concerned with the opposition being shown to this proposal. Currently in south Georgetown it is very difficult to travel east and west with only two available options being the slow drive across highway 7, or the long drive south to highway 401 on either Trafalgar road or Winston Churchill. This new proposed highway will create a third much more convenient option. Currently I have read a great deal of opposition from mainly retired individuals, who rarely or never have to leave Georgetown. For those of us that have to commute to and from other cities for work the road situation is becoming unbearable.</p> <p>The other main opposition appears to be coming from our own politicians. Our politicians are claiming that this new road will kill agriculture in Georgetown south. Going so far as to create a postcard for Ms Wynne with an idyllic scene (which I doubt even originated in Halton, and highly unlikely in the study area) of a John Deere tractor square bailing some hay versus a picture of a giant 14 lane highway (despite the fact the proposed highway will contain a maximum of 12 lanes, and may never even reach that size). If you have a look along the proposed route you will find most of the farms in question are no longer true operating farms as the developers have already bought out the real farmers who have since moved on to new farms to start the cycle again. The farms are mainly fields operated by share croppers on behalf of the developers. The fields are being used for agriculture but are certainly not being upgraded, rather they are waiting for these same Halton Hills politicians to designate the lands for subdivisions (some already are being considered). Anyone driving through this area can see the obvious preparations developers have made for the green light from the local politicians to put shovels in the ground and tear up this precious agricultural land the politicians are currently claiming they need to protect. I think the only reason these politicians oppose the highway is because it wasn't their idea.</p> <p>Furthermore, I would defy anyone to find a farmer along this route not on the verge of retirement. Our politicians in Halton claim to want to protect agriculture but they have certainly done nothing to promote agriculture to the younger generation. Even if the younger generation were to take an interest, the previously mentioned developers have driven the price of land in south Georgetown to astronomical prices, where the cost of entry prevents anyone from buying a large enough piece of land that could support a farming operation. Never mind that Halton Hills is famously hostile to allowing permits for agricultural buildings.</p> <p>Thus far I am yet to find a single person who has to travel outside of the Georgetown area for work or other reasons who is opposed this highway, it is only a positive benefit to our community as a sorely needed alternative to the poor travel corridors currently available.</p> <p>Just for the record I do live in the study area, but I am not a land owner. Thank you.</p> <p>██████████ Halton Hills</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your support for Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-252	Jul 1-11	<p>I have been a resident of Georgetown my whole life and I am very concerned over your proposed project 4-3 to build a highway literally in my backyard. We don't need it; we don't want it and quite frankly we are fed up with the big bad government paving over farm and residential lands without any thought to the environment or the people who live there. I would siamese the people working</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p>

GTA West Corridor EA

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		<p>on these projects have no real knowledge of the areas that they study for these outlandish road plans. I think you will find that this will not be something you can just put through. My Suggestion would be is you go back and re-think and re-plan this project. I've got a great idea... why don't you increase the size of the existing hwy#401. It already exists and there are businesses on both sides and you are not creating ecology disasters... Can we please look at the whole picture, and not just a map with your blind eye! You map out green space and then come back around and mow over it. You're talking out one side of your mouth, and we as the residents of Halton Hills will not stand for it!!</p>	<p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>
WF-253	Jul 1-11	<p>Another suggestion could be too, is to stop building in the areas with these concerns, and that could potentially help out other provinces with lower populations that would gladly accept more residents. The people of Halton Hills bought their houses in good faith that they were buying into a small town. We do not accept a plan that jeopardizes that!</p>	<p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition to Alternative 4-3 has been noted.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>With regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>

GTA West Corridor EA

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WF-254	Jul 1-11	<p>Down With Hwy In Halton!</p> <p>The gov't in their infinite wisdom has decided that there needs to be two - not one - but two new hwy's to take the congestion off the ones already out there. To do so they wish to pave A-Grade farm land from the 8% of fertile land able to grow food in Ontario and hiking up the cost of food even more. We of Halton Hills have nothing to gain by this hwy. You're forcing people into situations they do not want to be in. People can't sell their homes if there's a chance that the gov'ts going to claim it for their construction. People have been getting along for years up here without the use of hwy's and guess what? It's bloody faster to take the backroads than it is to hop on the hwy. You actually think you'll ease congestion? Ha! If anything you'll invite more into the fold and be double screwed than you are now.</p> <p>Also, if you want people to settle, send them to the prairies instead of letting them stay in the GTA. The more immigrants you have - who don't even pay their dues I might add - the more your TO is gonna get bogged down regardless of what you think this hwy might accomplish. Halton is a place full of beauty you'll only be able to find even further north if this monstrosity of a hwy is built through the lands we've worked hard to protect, cultivate and help reduce our carbon footprint by. The gov't needs to realize you can't have both and in the end the more you push and shove for your concrete world, the sicker people become just like the Earth.</p> <p>So I suggest you take your multi-million dollar project and shove it.</p> <p>Spend the money actually helping the farmers stay afloat so food DOESN'T cost so much and so the economy CAN recover. The people of Halton will not let you pave over their paradise to put up two 12-lane parking lots!</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition towards the project has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address growing transportation demand, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your concerns about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. 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GTA West Corridor EA

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255		<p>environment. It does not meet the Environmental Assessment Act requirements for protecting Ontario's environment. I also object to having more farm land diverted from food production because of the anticipated population growth of the area. We need food, and local food is the best kind. Once farm land is turned into subdivisions and highways, it cannot be returned to food production. Please consider other transportation methods.</p>	<p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition towards Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. 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WF-256	Jul 1-11	<p>I am opposed to the 4-3 option. It is terribly offensive to the nature of this fine area of the Halton Region. We have some of the finest, remaining, farm land in Ontario despite the fact it has been ravaged for years by speculating developers. We don't now need to have the MTO ruining the last remaining tillable land here. People have to eat as well as drive their cars. I also feel that you are not being realistic about the future needs for road transport in this area. Humans have already ruined the global environment with carbon based fuels and if we don't stop this foolishness soon there won't be any reason for having more roads anyway.</p> <p>You need to look at more efficient modes of travel and the movement of goods in the Toronto area because we can no longer support more trucks and cars on the 401 system. People and businesses must adapt to modes that are more appropriate to our long term needs and survival. I am a retired Professional Engineer and immigrated to Canada from the U.S. to work on new modes of mass transit in the late 70's. Ironically this was something supported by the MTO in those days. Roads are no longer the only solution to our transportation needs, nor are they the most affordable or appropriate ones for the future.</p> <p>Please do not chop up our vital community to satisfy some 'projected' needs which may well not be there by the time you can actually build these onerous roads!</p> <p>██████████</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition towards Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>Additionally, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further</p>

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			<p>reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-382	Jul 1-11	<p>To whom it may concern...</p> <p>Please accept this e-mail as a <i>strong protest against the 4-3 option</i> of the GTA-West study. Widen the 401 and leave the little of our remaining beautiful countryside alone.</p> <p>██████████ ██████████ Halton Hills, Ontario ██████████</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments and suggestions on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Your concerns with Alternative 4-3 have been noted.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-383	Jul 1-11	<p>To whom it may concern...</p> <p>Please accept this e-mail as a <i>strong protest against the 4-3 option</i> of the GTA-West study. Widen the 401 and leave the little of our remaining beautiful countryside alone.</p> <p>██████████ ██████████ Halton Hills, Ontario ██████████</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments and suggestions on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton</p>

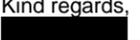
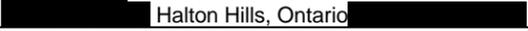
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			<p>Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Your concerns with Alternative 4-3 have been noted.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-384	Jul 4-11	<p>Dear Minister Wynne and Mr. Wang,</p> <p>Following a conversation I had in June with Mr. Neil Ahmad of McCormick Rankin (MR), I must again express my disappointment and concern with the process which is being followed by the MTO and MR in the evaluation of highway options 4-2 and 4-3 in the Halton Hills area.</p> <p>As background, Option 4-2 shows the proposed highway being routed from the Norval area south to the 401/407 interchange along the approximate location of Winston Churchill Blvd. Option 4-3 appears to go south-west from Norval, skirting the south edge of urban Georgetown and then on a westerly route to connect to the 401 in the Tremaine Rd area.</p> <p>My major points of concern are:</p> <ol style="list-style-type: none"> 1. In overview, all the evaluation work and pros/cons arguments which have been prepared by your consultant (McCormick Rankin) for Options 4-2 and 4-3 were framed purely from the perspective of the most efficient traffic flow. The long term consequences associated with routing a highway through a pristine agricultural area on the edge of the GTA must be considered (see point 2). I ask that the Minister and the team at MTO explicitly include these consequences when evaluating Option 4-3. 2. Constructing a highway through the heart of a pristine agricultural area (Option 4-3) is not just about the loss of the 170 M right of way. Thousands of acres on either side of the right of way will be subject to heavy rezoning pressure which is already being contemplated and will accelerate rapidly if Option 4-3 is recommended. The inevitable result is loss of the agricultural area to industrial/commercial/residential development. It is simply not acceptable to mandate the construction of a land use feature that is of intense interest to developers, and then leave the responsibility for resisting this rezoning to the land use planning mechanisms of the lower levels of government, particularly when the lower levels (the Region of Halton and the Town of Halton Hills) have spent years planning the community's land use to ensure that this area was <i>not</i> attractive to developers, and remained as a buffer between the built up area of Georgetown and those of surrounding communities. The top level of government (provincial) has a clear responsibility here to consider the loss of thousands of acres of agricultural land as a detrimental consequence of Option 4-3, one that renders Option 4-3 infeasible. 3. For the MTO to consider routing a major highway through this last remaining area of genuine agricultural land in the north west GTA is a total violation of the 'sprawl limitation' principles which this government tried to instill with the greenbelt initiative. 4. While Option 4-2 (expanding the 401 through Milton) may present a greater number of engineering challenges for the design team, this is 	<p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition towards Alternative 4-3 has been noted.</p> <p>As part of the Stage 1 process, each of the corridor alternatives were evaluated using factors and criteria approved by the Minister of the Environment in the GTA West Corridor Terms of Reference (July 2007, approved March 2008). The criteria in each factor group (Natural Environment, Land Use / Social Environment, Cultural Environment, Area Economy, Transportation and Cost and Constructability), and measures for each, were intended to assist the factor-specific environmental specialists in determining the overall impact of the various alternatives on the natural, social and cultural environments. For each criterion, potential effects were measured using qualitative and quantitative measures. To determine the overall impact, the specialists used the reasoned argument approach and considered how the various factors and criteria interact and function together, ie. Comparing the cost of the corridor alternatives to its associated environmental impacts.</p> <p>The full study documentation on need, justification and the consideration of alternatives is available for review on the project website at www.gta-west.com.</p> <p>With regards to your concerns about agricultural lands, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>In regards to your concerns about a corridor spurring development, future development near a new transportation corridor can be controlled by limiting new land access/interchange locations and proper land use planning policies that would restrict the introduction of development into the area. Agriculture lands in the Greenbelt are protected from development according to <i>Greenbelt Plan</i> policies.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p>

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		<p>clearly the option which has a significantly lesser impact on the natural environment. In 2011, saving the last significant area of prime agricultural land in the north-west GTA should be assigned a higher priority than creating a lower cost highway system.</p> <p>Option 4-3 is not feasible because of the associated loss of thousands of acres of prime agricultural land that will inevitably follow. I implore you to heed the advice of the local community, including the Town of Halton Hills Council, and dismiss Option 4-3 immediately.</p> <p>Kind regards,   Halton Hills, Ontario</p>	<p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-385	Jul 4-11	<p>Dear Minister Wynne:</p> <p>The Ontario Chamber of Commerce (OCC) is a federation of 160 local chambers of commerce and boards of trade in the Province of Ontario, representing 60,000 businesses of all sizes, in all economic sectors covering every area of the province. The OCC's mandate is to advocate strong and effective policies on issues that affect its membership.</p> <p>Transportation will play an important role in Ontario's growth and economic development in the next 30 years. Studies report that future growth is expected to reach over one million new residents and over 400,000 new jobs in the west end of the study area. The draft GTA West Transportation Development Strategy indicates that the demand for travel will exceed the capacity of the existing regional transportation network by 2031. The results would be increased congestion, economic constraints, higher fuel consumption and air pollution, and a lower quality of life. As an initial point, the OCC believes that communities like Brantford, Cambridge, and Kitchener-Waterloo be included in the geographic boundary of the study. Inclusion of these areas would provide vital linkages that would not only address capacity and structural deficiency in the broader region, but would strengthen the region's ability to act as a multi-modal system.</p> <p>The OCC supports the Ministry's economic development efforts through the provision of transportation infrastructure optimization and expansion. While the OCC is encouraged by the Ministry's strategy to lend support to transit initiatives such as Metrolinx RTP, and GO 2020, we believe more can be done to address future capacity needs, and foster greater economic development and opportunity. For example, the Ministry is working in cooperation with Metrolinx, which acts as the transportation authority designated to undertake a variety of public transit and transportation projects in the Greater Toronto and Hamilton Area (GTHA). Metrolinx's mandate is to improve the coordination and integration of all modes of transportation in the region. However, Metrolinx does not act as the single transportation authority in the GTHA. Each municipality has its own network authority, whereas in Vancouver, British Columbia's one body "Translink" has the sole designation to expand and maintain South Coast British Columbia's transportation network.</p> <p>The OCC encourages the government of Ontario to examine such possibilities in the GTHA, and begin evaluating the benefits and positive impacts of consolidating the GTHA's transportation and transit networks into one GTHA transportation authority. As part of these efforts, the provincial government should seek to analyze the positive economic impacts of coordinated public transportation efforts. A legacy project as large as the GTA West strategy requires the government to take an economic development approach. This includes incorporating planning and investment activities from surrounding communities over a long-term time horizon. The current 20-year assessment is too limited. A more complete and detailed long-term plan should look at a 30-year target, which emphasizes the importance of goods and people movement, transportation and logistics, economic development and trade forecasts beyond 2031.</p> <p>The provincial economy has endured a significant loss in output due to the inadequacy of existing transportation infrastructure. The Ontario Chamber of Commerce believes that the planning for a long-term, multi-modal transportation</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thanks for your interest in the study and for submitting your email comments on behalf of the Ontario Chamber of Commerce on June 6th and July 4th, 2011. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Please note that the GTA West preliminary study area was based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>. The boundaries of the preliminary study area were developed to capture an area which included the Urban Growth Centres (UGCs) of Downtown Guelph, Brampton City Centre, Vaughan Centre and Downtown Milton. However, the travel demand analysis and consideration of inter-regional transit was carried out in a much broader context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence on the travel demand and traffic patterns in the GTA West Corridor, including Kitchener-Waterloo. In addition, the Region of Waterloo has participated in the study through the Municipal Advisory Group. Although Guelph is not shown in the recently revised Preliminary Route Planning Study Area (due to the fact that a new transportation corridor was not determined to be needed to be built directly to Guelph), the study's Draft Transportation Development Strategy does still include transportation solutions to address future capacity needs to Guelph in order to accommodate future volumes.</p> <p>Additionally, as a part of the Draft Strategy, it is recommended that a study be initiated to explore new mobility hubs in the western Urban Growth Centres of Guelph, Kitchener, and Cambridge. As a part of this study, potential for improved transit connections amongst these western Urban Growth Centres would be reviewed. For more information about this element of the Draft Transportation Development Strategy, please refer to the Mobility Hubs section of Chapter 5.3.2 on Page 175 of the Draft Transportation Development Strategy Report.</p> <p>Lastly, the study used 2031 as the planning horizon which is consistent with the Growth Plan and municipal official plans where future population and employment have been projected and allocated to growth areas. While recognizing the need to do long-term planning, it is important to strike a balance between the need for longer planning horizon and the need to have credible forecasts for future growth patterns in order to make informed decisions for planning major infrastructures. The GTA West Strategy is a long-term comprehensive solution.</p> <p>Your suggestion that the Ontario Ministry of Transportation (MTO) undertake an independent review of the benefits and impacts of consolidating the Greater Toronto and Hamilton Area's (GTHA) municipal public transportation networks under one regional transportation authority has been noted. We will forward it to the appropriate MTO offices and Metrolinx for their consideration.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p> <p>cc: Lisa Salsberg, Metrolinx Joe Perrotta, MTO</p>

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		<p>network, complete with the new GTA West corridor, should begin immediately in order to mitigate existing and unforeseen delays to the efficient movement of goods and people within the province. With that in mind, the OCC recommends that the Government of Ontario:</p> <ol style="list-style-type: none"> 1) Expand the geographic boundaries of the study to include surrounding areas such as Brantford, Cambridge, Guelph, and Kitchener-Waterloo. 2) Consult with regional and municipal transportation authorities located within the Greater Toronto and Hamilton Area (GTHA) and undertake an independent review of the benefits and impacts of consolidating the GTHA's municipal public transportation networks under one regional transportation authority. 3) Acknowledge the strategic importance of the GTA West Corridor to the creation of a multi modal transportation hub through immediately commencing with a long-term (30 year) plan for the region. The plan should be based on an economic development vision achieved through coordination and consultation with civic leadership, policy-makers, and planners from all surrounding communities. <p>Thank you for the opportunity to provide input on this important issue. If you have any questions or comments, you may direct your staff to contact [REDACTED]</p>	
EM-386	Jul 4-11	<p>Dear Hon. Dalton McGuinty, Premier of Ontario, Hon. Kathleen Wynne, The Minister of Transportation, Hon. Greg Sorbara, MPP for Vaughan and Mr. Neil Ahmed, P. Eng., Consultant Project Manager.</p> <p>As a resident of Vaughan I am opposed to the GTA west corridor. I do not want to see another highway in Vaughan. Vaughan already has traffic congestion problems and a new highway will not alleviate this problem.</p> <p>It's unfortunate your government continues to pursue this highway as it has delayed funding to public transit infrastructure. As a taxpayer, I believe the Province should focus on continued investment in public transit infrastructure as this is a viable means of reducing traffic congestion.</p> <p>I also have concerns about the negative impact this highway will have to the Greenbelt. I don't want to see the Greenbelt eroded with highway infrastructure. I hope you will reconsider this project.</p> <p>Thank you, [REDACTED] Woodbridge, ON</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of</p>

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			<p>plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-387	Jul 4-11	<p>Dear Team:</p> <p>Thank you for your response to my earlier email. However, I do not find this reassuring and even less so now that I have read the findings of the four consultants hired to peer review your study. The answer to road congestion is not additional roads. Provincial and Federal governments must recognize this, and start to address seriously the need for more public transport.</p> <p>The BBC news this evening referred to a global food shortage. This is not speculation. It is a fact. Therefore it makes no sense to dig up good, local land and cover it with roads. We need food. We need cheaper food, since food prices are rising, which means locally grown food. We cannot eat roads. I still wonder if rising gas prices will not force people off the roads. Whether this happens or not, we must make it possible for people not to have to rely on their cars – for pollution if for no other reason.</p> <p>Halton Hills is presently a beautiful place to live. Your roads will ruin it. We do need to “provide for the protection, conservation and wise management of Ontario’s environment” as stated in the peer review. I would like to know if the proposed new roads are slated as toll roads?</p> <p>Yours truly [Redacted]</p> <hr/> <p>Dear [Redacted],</p> <p>Thanks for your interest in the study and for submitting your comments.</p> <p>The Project Team adopted an innovative building block approach to develop the Draft Transportation Development Strategy (TDS). This approach considered opportunities to optimize the existing transportation network and new / expanded non-road infrastructure (such as public transit and rail) prior to the consideration of widening / improving / building new road infrastructure. Full consideration was given to those transportation techniques that have the least physical impact (optimization and new / expanded non-road infrastructure). Only if future needs weren't entirely met by these techniques was consideration given to additional infrastructure expansion (widening / improving / building new road infrastructure).</p> <p>Based on this approach, the Project Team found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, it has been found that all the transit improvements outlined in the Metrolinx Regional Transportation Plan (RTP), GO 2020 Strategic Plan and some additional transit - related improvements recommended in the Draft TDS Report still cannot fully address future demand caused by rapid growth projected in the area. Road widening and new corridor alternatives are still required in order to address the remaining 2031 future capacity needs in the study area.</p>	<p>Sent Dec 22-11</p> <p>Dear [Redacted],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your additional comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Your further concerns about road expansion and local foods have been noted.</p> <p>With regards to your question about highway tolls, the GTA West Study has examined all reasonable alternatives to address the identified problems and opportunities within the study area. The effect of tolling on travel patterns and encouraging the use of transit has been addressed in the study through assumptions on future user costs. For example, the transportation modelling used by the Project Team assumed a 200% increase in auto operating costs (over 2006 levels) and assumed that transit costs will stay at their current level. An increase to auto operating costs could include higher fuel costs, higher fees for auto vehicle licensing, higher parking costs, higher vehicle operating costs, etc.</p> <p>Tolling is a policy issue that is not being considered at this stage of the study. Tolling may be reviewed as an implementation consideration during later stages of the study.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>

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		<p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the Growth Plan (2006) and Greenbelt Plan (2005). It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture was considered in two aspects - potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design) by avoiding rural communities and following lot lines to the extent possible. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the corridor are provided to link farm operations and communities. In addition, potential future land use changes can be controlled by limiting access and proper land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com. Feel free to contact us should you have any questions or if you wish to provide additional input.</p> <p>Sincerely, The GTA West Project Team</p>	
WF-257	Jul 5-11	<p>I live in Georgetown and I am commenting on the new transanportation corridor proposed that will link up the 401 to 400. I am in "favour of" 4-2. I have been to two informational sessions held in G'town by GTA West since 2008. I have skimmed the documents that are on the website. I am in favour of 4-2 because it is least damaging to the Niagara Escarpment and the Greenbelt regions.</p> <p>Thank you, [REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>Your support for Alternative 4-2 has been noted.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-258	Jul 5-11	<p>We are opposed to the 4-3 option as it will greatly affect the value of our property. We moved from the city to the country to raise our children in a country small town community, which will be destroyed by the 4-3 highway option. Recently invested over 300,000 in upgrades to our property assuming to live there for many years to come. We are not interested in raising our children adjacent to a major highway full of noise and pollution. Our life savings has be poured into our home!</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton</p>

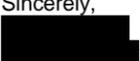
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			<p>Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Project Team has noted your concerns about Alternative 4-3.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-389	Jul 5-11	<p>I strongly oppose the both new highway plans. I am a new resident of Halton Hills and moved here for the purpose of the small town feel. I grew up in the city and now trying to get away of the busy go go go life style and pollution. I believe that the pollution in Georgetown will be at a higher level and also the noise will be much worse. The 401 and 410 have room to expand lanes which would make more sense and I'm guessing more affordable. I am at the far end of georgetown south and when I look out more door I see farm land and enjoy that. Please save the little land left near the city.</p> <p>[REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-390	Jul 5-11	<p>Here we go again, "Not in My Backyard!" Well, add one more voice from Georgetown opposing option 4-3 that would destroy valuable farmland and wipe out one of the last pieces of woodlands between Brampton, Mississauga and Milton. The northern half of Halton Region will be destroyed because Brampton has exhibited "No Control" over their growth! Our Community strongly believes in Sustainability Halton and option 4-2 is in sync with the Halton-Peel Transportation study.</p> <p>The town of Halton Hills has spent \$60,000 on additional studies to state the obvious, but our "Citizens Group," is prepared to throw Democratic Might behind it! We don't want another Highway on our southern boarder!!!!</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. The Project Team has noted your opposition.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from</p>

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		<p>Sincerely,  Georgetown, ON </p>	<p>the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-391	Jul 5-11	<p>Dear Minister Wynne and Mr. Wang,</p> <p>As a long time resident of Halton Hills, we are deeply disturbed to know that the government of the province is seriously contemplating the construction of a major highway (Option 4-3) through the agricultural heart of this township. A couple of weeks ago, my husband and I attended a community meeting at Glencairn Golf and Country Club where a MTO team presented the current status quo report of this proposed highway. A very large and impressive crowd of concerned residents attended this meeting. While participants demonstrated respect to the presenters, many well-informed and articulate residents did not miss the opportunity to ask many well-thought questions and convey critical commentary on the consultation process which your government has utilized to garner community input.</p>	<p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p>

GTA West Corridor EA

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		<p>From our perspective, environmental stewardship and sustainability must be the dominant theme to guide the assessment of construction projects of such magnitude. Those who have been granted the privilege of ultimately making final decisions have a moral responsibility to do what is right for the common good and for posterity. Of course "what is right" is always a question for debate. Certainly, strong arguments can be made by those who predict exponential population growth in the Golden Horseshoe to plan for an improved system of highway networks capable of accommodating the demands of such a burgeoning population. Certainly, no one wants to see the future of our economy jeopardized by a lack of effective and dependable transportation routes. Certainly, all of us confronted with daily traffic congestion would want to see the government take corrective action. However, if in so doing we destroy thousands of acres of the best agricultural land this province has, what does this say about our collective moral responsibility to safeguard the treasures that have been entrusted to us to protect so that in turn we can bequeath the same to posterity? How do we assess the loss of irreplaceable, prime and pristine agricultural land? What criteria has your government developed to measure the economic and convenience benefits of constructing this highway vis-a-vis protecting such an enduring gift for future generations?</p> <p>It would appear that while environmental stewardship and sustainability has become the popular mantra of many a politician, when all the layers of the onion have been peeled, the short-term myopic economic, profit-driven interests always trump the long term benefits. Shame on all of us if we fail to protect the last remaining fertile lands in the Halton Region. This is not to suggest in the least that the governments should not explore other alternatives to meet the foreseeable challenges of population growth and shifts in the decades ahead. On the contrary, governments have a mandate and responsibility to plan ahead. Why not consider the following alternatives as an integral and critically important component of your assessment:</p> <ol style="list-style-type: none"> 1. Explore comprehensively how the existing Highway 401 can be expanded and improved where required in order to accommodate increased traffic volume. 2. Study the possibility of improved and increased rail/fast rail systems to move goods and people. 3. Study and report on how other countries particularly European countries have tackled similar challenges i.e. restrict travel of heavy duty trucks to certain times of day. 4. We already have a parallel highway system to Highway 401 namely Highway 407. It is currently underutilized because of toll charges. What can be done to convert Highway 407 to a publicly owned toll-free highway? 5. How will the designated Green Belt in Halton be affected by this multi-lane highway? <p>As concerned landowners of this region, we join the ever-increasing number of residents who protest the Option 4-3 proposal. With this in mind, we respectfully request that you rescind Option 4-3 and study alternative options.</p> <p> Georgetown, Ontario</p>	<p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network, including on 407 ETR. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The draft Strategy has also recommended that 407 ETR be widened to 10 lanes between Highways 400 and 401 by 2031. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>With regards to your request that the study consider transportation solutions that have been implemented internationally, the Project Team has considered relevant transportation studies and how other jurisdictions deal with transportation issues, including current transportation planning occurring out-of-province and internationally. Our Project Team includes an extensive group of specialists that are familiar with similar initiatives elsewhere in the world.</p> <p>With regards to your concerns about agricultural impacts, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area. As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>In regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p>

GTA West Corridor EA

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			<p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-259	Jul 5-11	<p>I am a previous Georgetown south resident of 4 yrs. As of Aug 18th 2010. My husband, I our 3 children 7,8 & 13 moved with my husbands mother to thirdline [REDACTED] After spending much time and effort of moving our family to a beautiful 15 acre property with our 3 cats 3 dogs 2 horses and 3 kids. Not even a year after moving in (8month as we became aware) and taking everything we have to make it our home. This was suppose to be our last move. (we had moved 5 times in 11yrs of marriage to get where we are today) to find out not even 2 month ago that this matter was basically going through our property more or less. Now wanting to expand our home and do other projects. Why would we? We are expected to sit back for the next 5-7 years and wait for a letter to tell us what's happening with our property? Does this seem right to you?</p> <p>If this is the way things run... Why are we expected to pay property taxes for the next 5-7years when basically it's not ours to do anything with?? Are we expected to put our life on hold for a highway? For a road? There are other options out there. I have 3 young children that just started a new school. That are already asking day to day..."what's going to happen?" you said we'd never have to move again. Do I have to break the promise I made? To my 7 year old little girl? My 8year old little boy and my 13 year old son with diabetes? The stress and sorrow that comes along with this so called road not to just us but many others that have family businesses or farms of all sorts is just sad. The green belt, Niagara escarpment and sixteen mile creek is on our property if not right behind us. I can not express the upset through are home of 6. Please please reconsider your route.</p> <p>[REDACTED]</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>It is unfortunate that we have previously not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to all local Councils. Public meetings were advertised in local newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-392	Jul 5-11	<p>Dear Minister Wynne,</p> <p>I live in the Halton Hills area and I would like to provide some comments regarding the proposed new highway corridor which is intended to connect between the 400 and the 401 (at West Mississauga/Milton).</p> <p>Based on the information presented at the Public Information Centres (PIC) there appears to be two (2) options (referred to as 4-2 and 4-3) being considered for the route of the new highway corridor. Option 4-2 shows the proposed highway being routed from the Norval areas south to the 401 along the approximate location of Winston Churchill Blvd. Option 4-3 appears to go south-west from Norval, skirting the south edge of urban Georgetown and then on a westerly route to connect to the 401 in the Tremaine Rd area. My comments relate specifically to this section of the corridor in the Georgetown/Milton area.</p> <p>I strongly suggest that Option 4-2 is by far the better of these two options for the following reasons:</p> <ol style="list-style-type: none"> 1. All the land required for 4-2 is already identified as future Strategic Employment under the official plan of the Town of Halton Hills. This official plan complies with the Ontario Places to Grow policies. 2. Connecting to the 401 in the area of Winston Churchill/407 will minimize the impact of the new highway corridor on the little remaining green space in this area because it maximizes the use of the existing 401 corridor through Milton. Per the studies which have been completed by the GTA West team, if expanding the Milton 401 by 2 	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition to Alternative 4-3 and preference for Alternative 4-2 has been noted.</p> <p>Please note that this is not a land use planning study but is a study to identify the future transportation needs associated with the already planned and approved land use plans identified in the Provincial Growth Plan and the local Official Plans.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p>

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		<p>extra lanes (from 10 lanes to 12 lanes) allows the design team to avoid constructing a new highway through pristine agricultural lands, then this seems like a relatively straightforward choice.</p> <ol style="list-style-type: none"> 3. The Consolidated Land Use map prepared by the GTA West team show the area between Georgetown and Milton as probably the single largest remaining section of agricultural land inside the Greenbelt. The towns of Halton Hills, Milton and as well as the Region of Halton have all indicated that they would like to protect this specific area as a buffer between Georgetown and Milton. All the official plans show this area as agricultural rural zoning up to the current planning horizon of 2031 and beyond. Routing a highway through the middle of this area, per Option 4-3, would be a unfortunate example of poorly thought-out infrastructure planning. 4. This area between Georgetown and Milton is a large, contiguous area of highly productive agricultural land. Maintaining this area as cohesive agricultural area, without it being dissected by new highways, should be an important consideration for the GTA West team as you evaluate highway planning options. 5. Building a major highway through this green area (per option 4-3) would result in increased land speculation on lands adjacent to the new highway and will increase the pressure for development along the highway corridor. 6. It would be totally counter to the principles behind the Ontario government's Places to Grow initiatives over the past 6 years to route a major highway through one of the few remaining bona vide agricultural areas in the western GTA. <p>In summary, leveraging the existing 401 corridor and routing the new highway sections through lands which are already earmarked for development can provide the needed traffic capacity while minimizing the impact on the little remaining agricultural lands in the GTA. I would greatly appreciate if you can consider my comments carefully as you evaluate the available options.</p> <p>Kind regards,   Halton Hills, Ontario </p>	<p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and other conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy avoids, minimizes or prevents adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-260	Jul 5-11	<p>I'm strongly against 4-3 option, it will transform prime agricultural land into 12-lane Hwy. and removes 3 km of woodlot. Rather than utilizing rural, I like idea to construct a 12-lane Hwy. 401 through Milton.</p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Project Team has noted your concerns about Alternative 4-3.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the</p>

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			<p>draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>In regards to your comments about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-261	Jul 6-11	<p>I am getting very concerned with the proposed routes of the planned 4-3 Corridor. I finally found the perfect home about 18 mths ago after looking for years - close enough to the city for work but rural enough to make me feel at peace on weekends, and it was for a price I could handle. Now I understand that a major highway could be put beside my home, increasing the traffic and noise and taking away the rural feel of my idea of the 'Canadian Dream'. Please - do not proceed with the 4-3 corridor. Hwy 401 is already there - why not just expand the collector lanes out to Milton? This make more sense than ruining an entire community. We choose to live outside the urban zone for a reason. And no matter what I would be offered for any compensation - it would not be enough to make up for the loss of my perfect home. I know I am one voice and easily ignored, but I do want to make my objection known. Thank you.</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the</p>

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			<p>draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-262	Jul 6-11	<p>As a recent resident of Georgetown I have a few comments regarding the proposed 12 lane highway that is being considered.</p> <p>We moved to Georgetown from Etobicoke a year ago. We have 2 young children and plans for more children. Moving away from Etobicoke was our choice as we wanted a community that still seemed "small town" and not filled with the congestion, population overload, pollution, noise and just plain business of the city. Building a highway only 5 minutes south of our home will take away all the hard work we did to find a quiet, clean town for our children to grow up in.</p> <p>As both my husband and I work in the city, when we moved we knew it would involve some long days of traffic on the highway to and from work. This was the compromise we made in order to live in a smaller town, that still has that small town feel. My favourite part of driving home every day is all the farmland and not being able to see Georgetown until you are right there. It just appears out of nowhere and i love that there are not endless roads and houses leading up to it. It makes a peaceful and relaxing drive home at the end of a busy work day in the city. Other people who choose to live an hour out of the city, but still work there, also made that choice and I do not think a highway needs to be built just for those people who want to commute into the city.</p> <p>Perhaps alternative transportation should be considered instead to reduce congestion on the 401/407, such as commuter rates on the 407, more GO busses and trains and more departure times available, etc. THIS frees up more space on the highways for regular travelers.</p> <p>I do agree with a smaller highway, i believe it is the extremeness of a 12 lane proposed highway that has Georgetown residents most upset. If you were to propose a smaller, 4 lane highway, similar to that of highway 7, residents may be more receptive. We just do not want to see all our farmland and city ripped apart and change drastically due to people passing by in thier vehicles and large trucks.</p> <p>Speaking of, Georgetown prides itself on staying local and buying from farmlands in the area. The Saturday market got so large it is now also open on Wednesdays. Destroying our farmlands would not only be sad, but detrimental to our community.</p> <p>I hope you take the time to read mine and other comments regarding this proposal and take time to consider the wishes of the residents of this still beautiful thriving small town.</p> <p>Thank you</p>	<p><i>Sent via email Dec 22-11; undeliverable- Sent by mail Dec. 23-11.</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your family's concerns have been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Additionally, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. 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			<p>introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-393	Jul 6-11	<p>ATTENTION: NEIL AHMED</p> <p>My wife, my son, and I would like to join all other Halton Hill/Georgetown residents in objecting OPTION 4-3 that would see a highway spanning across Halton Hills, between Five and Ten sideroads. We are in favor of option 4-2 which has already received support from Halton Hills Council.</p> <p>Georgetown</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. 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A copy of the bulletin is attached.</p> <p>The Project Team has noted your opposition to Alternative 4-3, and favour for Alternative 4-2.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. 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WF-263	Jul 6-11	<p>I hereby strongly OPPOSE the proposed highways over premium farmland near Georgetown. We as a province and country need to rethink the need for more asphalt, especially when it will cost us prime farmland close to the GTA! Measures to reduce the need for transportation and or other forms of transportation need to be preferred over more H/W's.</p> <p>Sincerely [REDACTED]</p>	<p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11 via email; undeliverable, Sent by mail Dec. 23-11.</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a relevant concern in your submission. 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EM-394	Jul 6-11	<p>Ms. Wynne & Mr. Ahmed:</p> <p>As a 16 year resident of South Halton Hills, I am very disturbed at the thought of</p>	<p>Dear [REDACTED],</p>

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		<p>a Highway one block away from my home. I moved from Toronto to Georgetown for the small town atmosphere, the friendly, quite and socialable neighbourhoods, and I found it here.</p> <p>Please do not push thru the 4-3 proposal, it would be a disgrace to destroy our lovely community and it would be a disaster to the farming community that we and the rest of Ontario, so badly need. I stand beside our Mayor, Rick Bonnette and our MPP, Ted Arnott and my neighbours in their opposition to this proposal.</p> <p>Georgetown, On.</p>	<p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. 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A copy of the bulletin is attached.</p> <p>The Project Team has noted your concerns about Alternative 4-3.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-264	Jul 6-11	<p>As a resident of south Georgetown, I strongly object to the proposed plan to route two highways through southern Halton Hills.</p> <p>I attended the June meeting at Glencairn Golf Course and was particularly concerned upon learning that the proposed routes are actually a combined version of two previously discussed options. Claiming to have done the necessary consultation and then changing the plans later on seems to be both unfair & unethical.</p> <p>The Town of Halton Hills has raised valid objections to the plan and I agree with their position to oppose the current recommendation. Our town has rejected urban sprawl and because of this we have the wide open spaces that you now intend to exploit.</p> <p>I believe that the transportation challenges can be better addressed through expanding current roadways like the 401 & 407 and by locating new ones within the boundaries of the communities that have encourage growth and thereby</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p>

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		<p>need these highways to transport goods and services to & from their communities. The rural land within Halton Hills is too valuable to be paved over because of planning decisions made by other communities.</p> <p>Sincerely, </p>	<p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>Additionally the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-265	Jul 6-11	Please send me link showing a map of the proposed north south route	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The Preliminary Route Planning Study Area Map is available on the project website at the following link: http://www.gta-west.com/pdf/2-2011/6720-GTAW%20Preliminary%20Route%20Planning%20Study%20Area.pdf.</p>

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			<p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-397	Jul 6-11	<p>Dear Mr. Neil Ahmed,</p> <p>I am writing to express my concern about the proposed 4-3 route through Halton Hills. From what I understand, consultants were hired by the Town of Halton Hills and their findings show that this route would negatively impact aquatic and other species at risk, remove 3 km of woodlot and destroy 119 hectares of prime agricultural land. Our Mayor and our councillors oppose this highway, as do the residents of Georgetown, including myself and my family.</p> <p>Please do not construct the 4-3 highway.</p> <p>Regards, [Redacted]</p>	<p>Sent Dec 22-11</p> <p>Dear [Redacted],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition towards Alternative 4-3 has been noted.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>With regards to your comments about the consideration of environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p>

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			<p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-398	Jul 7-11	<p>Minister Kathleen Wynne</p> <p>[REDACTED]</p> <p>Dear Ms. Wynne, We appeal to you to consider the effects of the 4-3 option of the GTA West corridor. These two proposed highways will greatly effect our agricultural area south of Georgetown, pristine farmland being paved over. Shouldn't we be concerning ourselves with feeding the future population of Ontario? This will cut our community of Halton Hills into sections, far from what the residents here or the Town of Halton Hills had planned for. Shouldn't the Town of Halton Hills be allowed to remain one community?</p> <p>Our son purchased a new home at the south end of Georgetown with the understanding that the town's immediate plan was for no further growth south of 10th sideroad. They certainly didn't purchase there with the expectation of a 6 lane highway immediately south of them to contend with. Had this proposal been in place publically when that residential development was being planned, we're sure that it would have affected the sale of those new homes. Instead of looking over farmland, they will be looking at and listening to a major highway. Shouldn't all those new homeowners have had the right to know what was planned before purchasing? It will undoubtedly create development south of the current area of Georgetown, which goes against the town plan and the resident's wishes. Shouldn't the community of Halton Hills have some say if we want to become a congested city or remain as the beautiful area that it is now?</p> <p>It will devalue properties that lie adjacent to these highways, by the meeting held at the end of June, without any assurance of compensation to the home owners that will be effected. A beautiful rural home will certainly lose it's appeal to purchasers with a, or possibly, 2 major highways next door to it. Shouldn't the current residents be allowed to continue to enjoy their properties and not have the worry of what noise, pollution and what their home will be worth with these highways in place? For us personally, the proposed highways will see our immediate neighbourhood with the 401 & 407 to the south of us, one new highway immediately north of us and another just east or west of us. It goes without saying that this will not have a positive impact on our area.</p> <p>Has there been a traffic study done for the local roads and the effect that it will have? For example, [REDACTED] 5 Sideroad, has no shoulders and has a school at the corner of Trafalgar Rd. An interchange at the new highway and 5 sideroad would definitely have a great effect on traffic volume. If there hasn't been a traffic study done as yet, will there be assurances that there will be one done before interchanges are decided? And all this for what benefit for the residents of Halton Hills? For another highway that travels from Milton to Vaughn, the 407 already does that</p> <p>Thank you for your time and let us again confirm that we are on record that we are <u>very</u> much against these two proposed highways and the effect that they will have both on our immediate neighbourhood and our community.</p> <p>Sincerely, [REDACTED]</p>	<p>For response, see EM-342.</p>
WF-266	Jul 7-11	<p>I live on Eighth line between 5 Sideroad and 10 Sideroad. We purchased our home 8 yrs ago as we fell in love with the home and the beautiful property! We decided to raise a family here as we thought this was the perfect place to raise a family. We are very upset to hear that our family home our georgeous oasis may</p>	<p>Sent Dec 22-11</p> <p>Dear [REDACTED],</p>

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EM-399		<p>be taken away from us. WE DO NOT WANT TO FORCED OUT OF OUR HOME OR HAVE A HWY IN OUR BACKYARD!!</p> <p>I am a resident of Eighth line residing between 5 Side road and 10 Sideband. I am extremely upset and saddened to hear that a hwy may force me out of my home or be in my backyard! We purchased this home to settle down in and raise a family as it is perfect for us and the perfect location to raise a family. Our property is our heaven on earth. Please do not put a hwy where people have settled down in beautiful homes or gorgeous properties backing on to the little farm land that we have! I AM STRONGLY OPPOSED TO A HWY IN MY BACKYARD!</p> <p>[REDACTED]</p>	<p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team <i>Sent Dec 22-11</i></p>
EM-400	Jul 7-11	<p>Dear Neil Ahmed and project team,</p> <p>We would like to add our voices to the residents of Halton Hills who oppose the planned construction (option 4-3) of a major highway between 5 and 10 Sideroad across Halton Hills. We feel it makes more sense to expand the existing lanes of Highway 401 from Milton to Mississauga, rather than tear up prime farmland and woodlots, dividing our town and disrupting the farming community.</p> <p>We realize that transportation is important to the growth of Ontario, but option 4-3 does not appear to be necessary or practical. On the other hand, the planned option 4-2 seems more reasonable, and we encourage you to pursue that option only.</p> <p>Thank you for your consideration of our suggestion.</p> <p>Best regards, [REDACTED] Georgetown, Ontario</p>	<p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team`s responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Project Team has noted your concerns about Alternative 4-3, and preference for Alternative 4-2.</p> <p>The Province`s <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes the expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a transportation corridor is built.</p> <p>Based on the building block approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p>

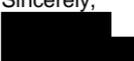
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			<p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
WF-267	Jul 7-11	<p>Re: Option 4-3 Halton Hills Use of class 1 agricultural land for construction of highways is illogical given the minimal amount of arable land available in the province and throughout Canada. Climate change is having a negative impact on many countries and their ability to produce food for domestic use and for export. The existing farmlands in Canada must be preserved in order that our ability to feed ourselves and others now and in the future is not jeopardised. Pursuit of option 4-3, given its consequential impact on prime farmland in Halton Hills, should be halted!</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>Your opposition to Alternative 4-3 has been noted.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further</p>

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EM-401	Jul 7-11	<p>Add another voice from Georgetown opposing option 4-3 that would destroy valuable farmland and wipe out one of the last pieces of woodlands between Brampton, Mississauga and Milton. Our Mayor and council have been moving forward with Georgetown's Green Plan. A super highway will destroy what we have all diligently worked towards. Whatever happened to the "Greenbelt"! Georgetown is not prepared to be the sacrificial lamb for Brampton's uncontrolled growth and lack of planning. Our Community strongly believes in Sustainability Halton and option 4-2 is in sync with the Halton-Peel Transportation study. The town of Halton Hills has spent \$60,000 on additional studies to state the obvious, but our "Citizens Group," is prepared to throw Democratic Might behind it! We are a smaller town but not prepared to roll over!</p> <p>Sincerely,  Georgetown, Ontario </p>	<p>Sent Dec 22-11</p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. The Project Team has noted your opposition.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. 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The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p>

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WF-268	Jul 7-11	<p>I believe your plan's goals should be the reduction of fossil fuel combustion and vehicles. At present too many people are in vehicles for extended periods of their lives. It's literally sickening. Millions of people sit for hours every day burning gas, not going anywhere. It's the age of stupid. Super-highways exacerbate this stupidity. I know people who are having difficulty getting around are looking for alternatives to driving.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. 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Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. 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EM-402	Jul 7-11	<p>I am writing to register my opposition to the proposed 4-3 extension as recommended in the GTW-West draft Phase 1 environmental assessment report issued by the MTO.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p>

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		<p>If we are to have a sane policy regarding transportation and the environment, we need to think about the 'big picture' first. In my view, the two biggest concerns facing the world and the western world in particular are: 1) Climate change 2) Peak oil. Since this draft proposal directly impacts/is impacted by both of these, we must consider the future effects this proposal will have. Building what could become a new 12 lane highway(in the future) through south Halton Hills will further promote the use gasoline powered vehicles. This will result in an increase in CO2 and other pollutants significantly adding to global warming and increasing our dependency on fossil fuels. With the expected increase in fossil fuel prices over the next 20 years due to supply/demand changes in world markets, it is quite likely that the transportation needs of the region will shift more to rail for both passengers and cargo, building up instead of out (limiting urban sprawl) and a shift to working near where you live/telecommuting. All of these changes would also reduce greenhouse gas emissions. The GGHM & commercial vehicle demand models used for this study do not address any of these factors. The proposed 4-2/4-3 hybrid will increase urban sprawl, reliance on fossil fuels and greenhouse gas emissions.</p> <p>Building this highway extension through rural farmland and residential areas will have an enormous impact on the environment, far greater than what is claimed in the phase 1 environmental assessment. The proposed route of the highway will divide south Halton Hills creating a new southern boundary for the town, in the years to come, it is likely that every inch of land between the 401 and the proposed 4-3 extension will be developed commercial/industrial as a result of this new highway. In addition a band of commercial/industrial development would also occur to the immediate north of the 4-3 extension. The net result would be that all the farmland in rural Halton Hills would eventually be developed/paved. The environmental assessment in the draft report only appears to consider the direct impacts of the 4 lanes initially proposed, not the future development of the highway, nor the commercial/industrial development that is likely to follow. The increased vehicular traffic and future commercial/industrial development will also result in a significant lowering of air quality and an increase in noise pollution in the region. The proposed 4-3 extension would also result in the loss of some of the best farmland in Canada. Given that only 8% of Canada's land is tillable (source: former MP Julian Reed of Halton Hills, citizens meeting open comment June 23rd, 2011 Glen Cairn Golf Course), we should not be paving/developing our best farmland. Given global warming and peak oil, we will need these resources when a few million climate refugees arrive on our doorstep in the foreseeable future (just look at the water wars already happening in the US southwest).</p> <p>In my judgment [REDACTED], the environmental assessment in the draft report is a complete joke worthy of derision and jest were it not so frightening/impacting towards the south Halton Hills region. The models used as general assumptions for the draft EA Phase 1 report include widening of the 401 from 6 to 8 lanes + 2 HOV lanes in the Milton area. HOV lanes are useless unless enforced. Recently, a person was arrested for driving in an HOV lane with a blow up doll as a passenger. Please re-consider HOV lanes until the price of gas is high enough to induce the demand for them to a reasonable level and we can add automated video/photo surveillance to police them. Right now we need to move vehicles, HOV lanes are designed to move passengers not vehicles but require a sufficient demand from car-pooling to be efficient that does not yet exist in southern Ontario. I see no reason why the 401 cannot be expanded to 12 lanes thus keeping south Halton Hills as an agricultural/rural landscape through 2031 allowing us more time to plan for coming changes due to peak oil and climate change.</p> <p>We already have an excellent highway that already connects the 401 with the 410, 427, 400 and the 404 from just east of Milton. It's called the 407. Sadly, the commercial trucks do not use it since it is so expensive as a toll road. Many passenger vehicles also eschew this road for the gridlock that is the 401 because the tolls are so expensive. IMO, leasing that road to a private corporation as a toll road was the dumbest thing ever done by the Ontario Government regarding traffic planning. I would suggest that instead of expropriating my rural property for a new highway to accomplish what the 407 was supposed to accomplish, you should use eminent domain laws to nullify that lease, make it free to drive on for all trucks and require all heavy trucks by-</p>	<p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition to Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>It is unfortunate that we have not been able bring this study to your attention previously, and not had the opportunity to receive your comments about the study. While we look forward to receiving your comments in the future, we want to reassure you that the Project Team has had the opportunity to meet and speak with a wide range of stakeholders throughout the study process over the past 4 ½ years. We have held 4 rounds of Public Meetings, met with municipalities, other agencies and stakeholders groups, and have presented on several occasions to local Councils. As the original study area was very broad extending from Vaughan to Guelph (approximately 70 km east to west, and 20 km north to south), public meetings were advertised in local and regional newspapers.</p> <p>Public consultation has continued to be an important source of input to our study process and is a requirement of the <i>Ontario Environmental Assessment Act</i>. It has enabled the Project Team to proceed with an understanding of community interests and concerns. We have also been adjusting our consultation plans to better address the concerns raised by local communities.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. 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The model utilizes a detailed transportation network including both transit and roadway, and forecasts trip-making by all modes of travel based on forecasts of population and employment growth, land use densities, socio-economic and demographic information, current and future transportation costs (representing fuel costs, tolls, parking costs, transit fares, vehicle operating costs, etc.) and transportation network performance for all travel modes. For example, some of the GGH model assumptions include:</p> <ul style="list-style-type: none"> • Auto Costs increase by 200% in real terms over 2006 levels; • Parking costs increase by 50% in real terms over 2006 levels; • Transit fares maintained at 2006 levels with provision of fare integration; • Optimized high order transit frequency and average operating speeds; • Work at home increase from 5.3% to 8%; and, • Active Transportation – add 5% to active transportation modes for trips under 10 km. <p>The GGH Model favours public transit use, over auto use. It is important to note that even with this favouritism, and all the transit improvements outlined in the Metrolinx RTP, GO Transit 2020 Strategic Plan and some additional transit-related improvements recommended in the Draft TDS Report, that there would still be deficiencies in the network and road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs in the study area.</p> <p>The travel demand analysis completed by the Project Team has incorporated the prospect of economic fluctuations, including higher fuel prices. These fluctuations are difficult to estimate for future timeframes and their impact to travel are likewise difficult to estimate. Our specialist team includes economic experts and their resources were called upon throughout the study.</p> <p>Please note that options to widen existing highways are being assessed as transportation alternatives, and the widening of existing highways in the study area has been included as a part of the draft Strategy. Specifically, the widening of Highway 401 has been included in the draft Strategy, e.g. from 6 to 12 lanes from Mississauga westerly to James Snow Parkway, and then from 6 to 10 lanes further west to Highway 6 in Guelph. The additional work currently underway will include an assessment of the impact of the further widening of Highway 401 through Milton beyond what is in the draft Strategy as an alternative to a new corridor (Alternative 4-3).</p>

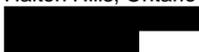
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		<p>passing Toronto to use it by charging a fee for any trucks that drive the 401 through the GTA. They also have a nice photo monitoring system already installed on the 407 so you could continue to charge cars for their use of the highway to fund highway repairs. This proposal would require the addition of photo monitoring of traffic at several sites on the 401 to track truck traffic and charge accordingly. Another option would be to restrict truck traffic during peak commuting hours to lower the demands on highway 401. According to Exhibit 4-10 in the report, option 3-1 (widening the 401) has the greatest impact on GDP and jobs by 2031. According to Exhibit 4-12 in the report, alternative 3-1 (widening the 401) also has the least environmental impact by a wide margin of all the options. Why was this option, the option with the least environmental impact and greatest positive economic impact not selected? The report is self-contradicting.</p> <p>The phase 1 assessment is further flawed because nowhere does it do any assessment of the combined 4-2, 4-3 proposals as to their traffic flow impacts nor the economic benefit of this option vs. proposal 4-2 alone or in combination with a 12 lane 401 from Milton to the 407/4-2 junctions. This fact was confirmed to me personally at the citizens meeting at Glen Cairn Golf Course on June 23rd 2011 when I asked this question directly to Jin Wang. The study considered 5 ALTERNATIVES and then decided a that 6th proposal was the recommended option, blindsiding all of us. Thus, the entire Phase 1 environmental assessment is invalid, and should be discarded. This is in addition to my earlier comments in this letter showing how it is not an environmental assessment at all really, just in name. It reminds me of all the US legislation that was passed during George W. Bush's two terms in office... <i>'the clean air act'...</i> <i>'the protect our forests act'...</i> <i>'the defense of marriage act'</i> etc., each piece of legislation actually did precisely the opposite of its title. This report would more accurately be called the environmental destruction report.</p> <p>I also question why the area of study stopped at Guelph on the West side and did not extend to Kitchener/Waterloo or Cambridge? No wonder option 4-4 failed the assessment. It never tried to hook into the 401 or the cities (K/W and Cambridge) on the obvious path. The 4-4 option with a connection to the 401 between K/W and Cambridge would allow those cities to grow up instead of out. It would leverage our existing population/economic centers and connect tech heavy waterloo with northern GTA. Guelph would be on the map once again, and this time not just because of it's architecture, university or its founder, John Galt (not that one, the progressive Scotsman). In short, to paraphrase Thomas Paine, this entire study seems to be lacking in common sense.</p> <p>From a personal point of view, this draft Phase 1 environmental assessment has effectively placed a freeze on residential real estate transactions in my neighborhood due to the uncertainty and the likelihood that if this proposed 4-3 extension goes ahead, my house and those of my neighbors are very likely to be expropriated. Thus, this draft report places our lives on hold/only allows us to sell our properties for below the pre-report market value. This will probably result in a few people selling for below market value since they will be forced to sell/move if work requires it. These residential properties that sell under duress will be considered comparables if and when the expropriators show up in 7-10 years time. The odds of getting true fair market value are thus greatly diminished. In addition, the sudden proposal of this 4-3 highway project is now putting life plans on hold for many of the residents in the route planning corridor.</p> <p>I myself just bought my property two years ago last week. Last year, the town revised it's local by-laws re-zoning my property from light industrial to ag/rural thus freezing any further development and killing/changing my business plans. Last fall the town of Halton Hills suddenly declared that my property was part of a new strategic employment zone, held one public meeting in council chambers the night before the town council voted against the wishes of all those present the night before who had spoken up, myself included. Now I am informed at the last minute that a highway is going right through my house. There's even a google earth image of my property in the Phase 1 report indicating properties that are likely to be impacted (exhibit 7-4). All of the above makes me feel a lot like Arthur Dent (from the Hitchhikers Guide to the Galaxy), clutching a towel, hoping to be transported to a passing space freighter before the earth is destroyed (read the book to understand this, it's pretty funny).</p>	<p>With regards to your comment about Alternative 3-1, this alternative would require several major highway widenings instead of the development of a new transportation corridor. This was least preferred of all alternatives for transportation performance, given the extent and direction of forecasted and planned population and employment growth over the next twenty years. Also, the extent of highway widening required in Alternative 3-1 to meet future demand would be highly disruptive to existing commercial and residential land developments along the corridors. Although Alternative 3-1 was preferred in the Natural, Cultural and Economic Environment criteria, it is the least preferred for Land Use, Social Environment, Transportation Performance and Cost and Constructability. The overall assessment, found in Chapter 4 of the draft Strategy (available on the project website, at www.gta-west.com), indicates that other alternatives provide better overall benefits and fewer potential impacts.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>Please note that the GTA West preliminary study area was based on the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i>. The boundaries of the preliminary study area were developed to capture an area which included the Urban Growth Centres (UGC's) of Downtown Guelph, Brampton City Centre, Vaughan Centre and Downtown Milton. Although Guelph is not shown in the recently revised Preliminary Route Planning Study Area (due to the fact that a new transportation corridor was not determined to be needed to be built directly to Guelph), the study's Draft Transportation Development Strategy (TDS) does still include transportation solutions to address future capacity needs to Guelph, such as widening of Highway 401, between Highway 6 and James Snow Parkway, to 10 lanes of traffic (5 lanes in each direction), in order to accommodate future volumes. These options will continue to be given consideration as a part of the additional work underway.</p> <p>Additionally, the Metrolinx RTP has demonstrated plans to implement inter-regional transit across the GTHA with strategically-located "mobility hubs." The GTA West Transportation Development Strategy envisages better inter-regional transit services connecting the westerly UGCs identified in the <i>Growth Plan: Downtown Kitchener, Uptown Waterloo, and Downtowns Cambridge, Guelph, Milton, Brampton, Hamilton, and Brantford</i>, and thus has recommended the initiation of a study to explore the potential for inter-regional transit service improvements to these areas, west of the GTA.</p> <p>With regard to agriculture, we offer the following response. The study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>Additionally, environmental impacts are being considered throughout the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>With regards to your concerns about property impacts, a frequently asked questions (FAQs) document is available on the project website (http://www.gta-west.com/pdf/QsAsHHMeetingWebVersion.pdf) which further addresses property issues. More detailed discussions regarding property impacts will occur during Stage 2 of the Environmental Assessment (EA).</p> <p>The Preliminary Route Planning Study Area has been established to provide a basis for the province and municipalities to monitor development applications and apply corridor protection policies as appropriate. It does not mean an entire freeze on development within the study area limits. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised during the remainder of the environmental assessment study process.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>Additional details about the project can be viewed on the project website at www.gta-west.com.</p>

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		<p>Finally, this highway would destroy Scotch Block and Boston Church, locations of cultural and historical importance in the early settlement of this region of Ontario and the political battles that occurred during the early years before we became an independent nation. I ask anyone who reads this and agrees, wholly or in part, to make use of these arguments against this 4-3 extension. We must protect our home and sacred land for our children, grand children and great grandchildren.</p> <p>Sincerely,  Halton Hills, Ontario </p>	<p>Sincerely, The GTA West Project Team</p>
EM-403	Jul 8-11	<p>Mr. Ahmed,</p> <p>We are writing to you today to comment on the proposed new Transportation Corridor Alternatives 4-2 and 4-3 which are part of the GTA West Corridor Study.</p> <p>More than fifteen years ago, our family moved to Georgetown. With careers firmly established in the GTA we chose Halton Hills because it was a small town in the country close to the city. In fact, at our location in Georgetown south, we are surrounded by agricultural land and river valleys on all sides. Our research, prior to purchasing our home, disclosed no long term development plans by any level of government that would impact the "town in the country" environment. In fact, expansion of the town itself is limited by the availability of well water which ironically enough helps ensure that the small town stays relatively small.</p> <p>That said, we have watched the unbridled growth of Brampton to the east and we are aware that at some point that city would encroach on the easterly border of Halton Hills. Development at some level is inevitable. We are also aware that such development, a number of miles north of the 401, would at some point require the construction of a larger north/south road system in order to successfully move the volume of traffic. The Halton-Peel transportation study identified that need and proposed a new highway near the Halton-Peel border. Such a highway would by default include the easterly border of Halton Hills.</p> <p>It is within that context that we read the GTA West Transportation Corridor Assessment report. Specifically, we read about the proposed new corridors linking the 400 highway with the 401/407 highways. The study examines two proposals that would impact the Town of Halton Hills and its residents. One proposal 4-2 identifies the same north-south highway requirement as the Halton-Peel proposal. The second proposal 4-3 identifies an east-west highway through the heart of Halton Hills heading west to the Town of Milton. Both of the proposals will have significant impact on the Town of Halton Hills and as the report identifies, proposal 4-3 has a much more significant impact. As such, we expected the report to recommend the construction of a north-south highway through the easterly border of Halton Hills as per the Halton-Peel proposal. We were stunned to learn that the report recommends the construction of two highways through our town.</p> <p>Mr. Ahmed, change is never easy. Change that adversely impacts your little piece of paradise is even tougher to accept. Despite that, we have embraced the need for a north-south highway at the border of Halton Hills. However, we cannot accept nor endorse the need for two highways. REALLY !!! TWO HIGHWAYS !!! We reject the notion that we must entirely sacrifice the small town in the country for the greater good of all the people and businesses that wish to get from Highway 400 to highways 401/407. We will do our part by supporting alternative 4-2 and construction of a north-south highway. We will not support alternative 4-3.</p> <p>I respectfully suggest that you continue the study and look for another alternative to the east-west highway through the heart of Halton Hills. Has anyone considered extending Highway 407 westerly passed Milton before it</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Northerly corridor alternatives were considered by not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. These other alternatives were found to be able to address the transportation demands west of Milton through widening Highway 401, while also avoiding the significant effects and costs associated with mitigating impacts to agricultural lands, cultural features, crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features.</p> <p>The Halton-Peel Boundary Area Transportation Study (HP-BATS) north-south corridor, as recommended through municipal study will continue to be a part of the GTA West Study's analysis. The GTA West Project Team will continue to work with municipalities and to incorporate the HP-BATS study findings.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route</p>

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		<p>connects with the 401 (part of the congestion at the 401 now is caused by the 407 ramp onto the 401 east of Trafalgar Road and east of Milton before the Milton residents have a chance to exit the 401 at James Snow or Regional Road 25).</p> <p>Has anyone considered a more northerly route (north of Halton Hills). I suspect we are being made victims of geography in an effort to avoid construction through the Niagara escarpment.</p> <p>Thank you for considering our comments. Please acknowledge receipt of our message.</p> <p>██████████ ██████████ Georgetown, ON ██████████ ██████████</p>	<p>and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-404	Jul 8-11	<p>Being residents of Georgetown South for over 25 years I am against the GTA West Corridor.</p> <p>██████████</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. Your opposition towards the proposed corridor has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-405	Jul 8-11	<p>Minister Wynne and Deputy Minister Layton Ministry of Transportation,</p> <p>I realize the majority of the reasons for not proceeding with the 4-3 Alternative highway through the Town Halton Hills were brought forward at the recent meeting at Glencairn Golf Course, have been summarized and submitted, however I would like to be on record expressing my concerns.</p> <p>My husband and I have lived and raised our family, in the same location in the town of Halton Hills for 40 years and have seen many changes over the years. I realize that times change and we must move forward, however the addition of a super highway and the loss of further viable agricultural and farm land within Halton Hills is not the direction with which we should be proceeding. Halton Hills is a very diverse farming area, i.e. traditional farming, pick you own berry farms, apple orchards, tree farms, riding schools (horses), and to lose even one of these farms would be a major loss to the community. Halton Hills has already lost significant agricultural land to the Ontario Power Energy, however not to overlook the fact that the loss of those agricultural lands have provided the residents' of the Province of Ontario with a commodity that all have come too heavily rely on.</p> <p>When we look out the front window of our home we can see the Niagara Escarpment, a horse farm and in the one of fields are twelve mares with foals, a</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear ██████████,</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p>

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		<p>farm with a herd of Angus cattle, another farm on the foothill of the Escarpment, minimal traffic, children playing without fear and beautiful sunsets. Also, not to forget the smell of fresh cut hay. This is the flavour of our community.</p> <p>The Town of Milton supporting the 4-3 Alternative project provides a solution to their traffic congestion as it will make available an additional access at Tremaine Road for the residents exiting/entering the Town of Milton with minimal loss of land or cost to the Town of Milton and placing the brunt of disruption on the residents of Halton Hills.</p> <p>The Alternative 4-4 is consistent with the Provincial Growth Plan and this option should be re-considered as a long term solution to help ease the traffic congestion, connecting Toronto, Guelph, Kitchener-Waterloo, Cambridge, Hamilton and Niagara area with the connection to the proposed Mid-Peninsula Highway.</p> <p>Yours truly, Concerned Citizens [Redacted] Halton Hills, Ontario [Redacted]</p>	<p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. 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In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>Alternative 4-4 was not recommended because other alternatives were found to provide similar transportation benefits with a better balance of effects to the natural and socio-economic environments. 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The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p> <p>As part of the additional analysis in the Halton area, the Project Team will carry out a more detailed assessment of impacts of a new corridor to agriculture.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. 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WF-269	Jul 8-11	<p>Is it possible that the Highway administration of Ontario could be either so insensitive or have so much gall as to make such a construction proposal in the Greenbelt. The need for the Greenbelt is obvious and was established with all of its inherent weakness, and there are many. But to have a new highway conceived and constructed now, after the GB installation is either monumentally disrespectful, or unbelievably stupid. I think the former. I'll thank you to cancel the plan.</p>	<p>Sent Dec 22-11</p> <p>Dear [Redacted],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a relevant concern in your submission. The following are the Project Team's responses to your concern that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>With regards to your concerns about potential effects to the Greenbelt, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These</p>

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			<p>measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list and will ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-405	Jul 8-11	<p>First, thank you for conducting a thoughtful study and consultation over the future GTA transportation systems into the Westend corridor, and inviting public comment. I personally believe this project needs to take a comprehensive, multi-faceted approach to address the root problems looking at the future optimal mode of transportation facilities and beyond that to complementary government funding and incentive initiatives, and future alternative technologies.</p> <p>Second, like many others in the Georgetown Halton Hills region, I support the Region's Planning Committee opposition to Option 4-3. For the same reasons that MPP Michael Chong expressed opposition to Highway 24 expansion proposals in Wellington county, I strongly oppose new highways across the farmland and countryside between the 5th and 10th sideroads of Georgetown Halton Hills, that only encourage the greater use of automobiles.</p> <p>While I recognize this is a future 20 year study and look into what is projected but not actual growth by 2031, traffic congestion is not currently a problem in the Georgetown Halton region and is rather a pleasant unobstructed drive in all directions until you get onto Steeles, Highway 401 (east/west), Highway 410, Highway 403, Highway 427 and QEW during rush hours. While the 401/Winston Churchill area and 401/Mississauga Road areas continue to become desirable company locations, shouldn't the plan be to not interfere and keep the flow of these multiple routes easy (Mississauga Road, Winston Churchill, 8th, 9th, 10th line, Trafalgar road options south of 10th sideroad), without traffic lights and keeping open areas free-flowing to reach them, rather than further funnel traffic onto single highways straight across this present 15-30 minute commute to that expanding employer 401 West corridor?</p> <p>Building new highways into beautiful regions of Ontario like this region of Halton Hills removes one the very reasons of suburban living in the area in the first place, and will only propel resident relocation further expanding into Ontario's countryside and extending further reach into existing urban centres. New highways ultimately never solve the underlying real problem of getting to commercial core growth areas in less time, with improved safety and in an environmentally friendly and cost-effective manner. A new highway in the Halton region will only continue to encourage funneling ever increasing automobile capacity onto existing highway 401/427/QEW/Gardiner problem routes that haven't yet put real solutions in place to fix their own major congestion problems by HOV lanes or otherwise.</p> <p>While the 407 option across the top of the city is in smart location, it still isn't productive commuting and is too costly an alternative from the Westend to Eastend for the average employee. It seems that taxpayers often find it abhorrent to use their taxes to pay to build private toll highways like the 407 and then pay premium prices for the use of them plus gas cost out of limited disposable income, without little added value in reducing commute time the further you have to use it to get to commercial cores from the West. On the other hand, people may be willing to pay for speed and convenience of a train</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thanks for your interest in the study and for submitting your comments. We apologize for the delayed response. Your opposition towards Alternative 4-3 has been noted.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The Ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.</p> <p>You had raised a number of relevant questions and concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. This approach first considers optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure.</p> <p>Together, the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 Strategic Plan and the draft Strategy present a wide range of solutions to address future transportation needs, such as rapid transit, High Occupancy Vehicle (HOV) lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. This includes expansion of GO Transit in Milton, Georgetown, Guelph and Bolton as well as new Bus Rapid Transit corridors. The GTA West Project Team agrees with the principle that every effort should be made to optimize the existing network and to invest in transit initiatives before a new transportation corridor is built.</p> <p>Based on this approach, the study found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives, 25% of the total AM peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the GTA West Corridor Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours.</p> <p>In addition to implementation of the various optimization techniques and improved transit, the study has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and projected growth. Therefore, over the long-term, the draft Strategy also proposes a new transportation corridor that consists of a future transit way and highway.</p> <p>In regards to your concerns about impacts to agriculture, the study has maintained as an underlying principle to protect prime agricultural lands to the extent possible, which is consistent with the provincial policy direction in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> and <i>Greenbelt Plan (2005)</i>. It is recognized that a new transportation corridor will result in potential direct impacts on agriculture and rural communities. The impact on agriculture is considered in several ways including potential loss of agricultural land and potential to fragment farm operations.</p> <p>The impact to specific agricultural operations and rural communities will be reviewed and minimized to the greatest extent possible during Stage 2 of the EA (Route Planning and Preliminary Design). This will be done by avoiding rural communities where possible and following rural lot lines to the extent possible throughout the study area. The impact on farm operations could be further reduced by ensuring that adequate connections (underpasses or overpasses at existing road crossings) across the transportation corridor are provided to link farm operations and communities. In addition, potential future land use changes resulting from development activity can be controlled by limiting new land access and through more restrictive land use planning that would limit the introduction of non-agricultural uses into the area.</p>

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		<p>service if it was accessible and shortened commute time by half from the current 1 hour - 1.5 hour + to get to and from the downtown core. But until then, the desired choice will be to drive, adding to the problem.</p> <p>I would like to see Ontario tax dollars used on moving forward on immediate solutions that reduce current congestion on problem routes (which is already posing huge obstacles to get to employment growth areas) and move toward alternative future transportation networks that protect the environment and beautiful country of the surrounding GTA. Instead of building any new highway (Option 4-3), I support the report focus on the following:</p> <ul style="list-style-type: none"> • Expansion and rebuilding of existing Highway 401, 410, 403 and QEW / Gardiner (or new highways running parallel above the bottleneck corridors if that is architecturally feasible) • Expansion of extended all-day service with new high speed, environmentally friendly train service from Georgetown and Brampton eastbound to T.O. downtown core, Pearson International airport (with surrounding tram and subway service), Markham, and westbound to and from Guelph, Kitchener-Waterloo and Cambridge commercial centers, along with expanding parking garage capacity • Regional tram service across Mississauga and Peel • Regional marine service from Toronto Ports to Oakville, Burlington, Hamilton ports • Funding of Canadian research into innovative new air vehicle or new modes of transportation and deployment feasibility study in next 10-20 years • Incentives to support company relocation from downtown to Highway 401 westend corridor in 30 minute proximity to airport and surrounding GTA (with less need to use Highway 401 for longer distances) • Support for collaborative, remote office and networking technologies and incentives for employers to encourage employee use of remote working connectivity from any location • Expanding current route direction with new north/south corridor east of Trafalgar into Hwy 401/407 west and leave free flowing multiple 2-lane traffic road routes into the existing highways <p>The primary purpose residents need a smart, cost-effective transportation network out of Georgetown Halton Hills is to easily commute to work and universities in the congested commercial centers or outside the region, to access the major transportation hubs and get easily into Toronto and GTA urban centers. I'm sure you're finding there is little community interest in turning Georgetown Halton Hills into an urban or industrial center itself that a new highway route could inevitably promote.</p> <p>The project should have grave reservations and reluctance of any proposal for new highways encroaching across this GTA country land and pushing suburban centres further and further north. This is no solution to existing congestion routes and only propogates their problem. Once it is done, there is no erasing the damage. I am confident the GTA-West project will come up with a creative plan for a free flow of people and commerce across a smart, innovative, eco-friendly transportation system that can showcase worldclass planning and that preserves open country spaces, nature's ecosystem and prime agricultural land alongside Ontario's beautiful escarpment regions.</p> <p>Thank you for taking local community input into serious consideration.</p> <p>Kind regards, [REDACTED]</p>	<p>With regards to your concerns about the consideration of the Greenbelt and environmental impacts, the Environmental Assessment (EA) process being followed was designed to carefully consider potential impacts on the natural, socio-economic and cultural environments, including agricultural lands, the Niagara Escarpment, Greenbelt, Oak Ridges Moraine, and conservation areas. It is recognized that not all impacts can be avoided but the preferred draft Transportation Development Strategy features an approach to either avoid, minimize or prevent adverse effects to significant environmental features to the extent possible while still addressing the future transportation needs to support planned growth.</p> <p>Potential impacts to environmental areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition, specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. These measures will be developed recognizing the broader landscape and natural heritage system and the key natural heritage principle of maintaining habitat connectivity to facilitate the movement of plants (seed dispersal) and wildlife. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or in culverts). For fisheries, consideration will be given to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during Stage 2 of the EA will also be supported by environmental field work that will include identifying locations of the most sensitive features and key natural linkages within these designated areas.</p> <p>The GTA West Corridor Environmental Assessment (EA) is being undertaken in a two-stage process. We are currently carrying out Stage 1 of the EA study to identify transportation needs and recommend transportation system solutions to address those needs. Stage 1 of the study examines options for all modes of transportation to meet future demand for 2031 and beyond. The GTA West Project Team is currently nearing the end of Stage 1 of the EA. Stage 1 will conclude with the release of the final Transportation Development Strategy, which is expected in Spring 2012. Once Stage 1 is complete the government will make the decision to initiate Stage 2 of the EA (Route Planning and Preliminary Design).</p> <p>During Stage 2 of the EA study, the preferred alignment, right-of-way requirements and individual property requirements will be determined. Extensive consultation with all stakeholders and the public will occur during Stage 2 to assist in the selection of a preferred route. This will include Public Information Centres, a Project Website and numerous other activities to obtain input on route and interchange location alternatives as well as the evaluation process.</p> <p>We have you on our contact list to ensure you are notified of future events. Additional details about the project can be viewed on the project website at www.gta-west.com.</p> <p>Sincerely, The GTA West Project Team</p>
EM-418	Jul 7-11	<p>Here we go again, "Not in My Backyard!"</p> <p>Well, add one more voice from Georgetown opposing option 4-3 that would destroy valuable farmland and wipe out one of the last pieces of woodlands between Brompton, Mississauga and Milton. Georgetown is a unique, quiet community and our residents don't want this destroyed by sprawling highways, cloverleaves and congestion and pollution from increased traffic flow through the lower half of our community.</p>	<p><i>Sent Dec 22-11</i></p> <p>Dear [REDACTED],</p> <p>Thank you for your interest in the study. We sincerely apologize for the delay in responding to your comments on the draft GTA West Corridor Transportation Development Strategy. The Project Team has noted your opposition.</p> <p>In response to input received on the draft GTA West Transportation Development Strategy, the Ministry has decided to carry out additional analysis and consultation to further examine the</p>

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		<p>Our Community strongly believes in Sustainability Halton and option 4-2 is in sync with the Halton-Peel Transportation study. The town of Halton Hills has spent \$60,000 on additional studies to state the obvious, but our "Citizens Group," is prepared to throw Democratic Might behind it!</p> <p>We don't want another Highway on our southern boarder!!!!</p> <p>Sincerely,  Georgetown, ON </p>	<p>recommendations in the Halton area. The work will focus on further examining the benefits and impacts of both a potential new transportation corridor through Halton Hills and potential improvements to the Highway 401 corridor. In particular, this work will include further assessment of the ability of Highway 401 to adequately meet future transportation network needs resulting from the rapidly growing population and commercial growth forecast for the area into the long term. The additional work will provide more details on potential impacts to natural features, agricultural operations, local communities and area businesses.</p> <p>We have also taken steps to enhance our notification and consultation methods. We have recently sent a Study Update Bulletin to residents and the property owners within the study area in Halton Hills and Milton, to inform them of MTO's next steps, what will be studied, and how input can be provided. A copy of the bulletin is attached.</p> <p>You had raised a number of relevant concerns in your submission. The following are the Project Team's responses to your concerns that may assist in understanding the scope and process of the study, as well as some of the transportation improvements that have been recommended in the draft Transportation Development Strategy.</p> <p>The Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> is projecting the need to accommodate approximately 2,930,000 more people and 1,250,000 more jobs that will be coming to the Greater Golden Horseshoe by 2031. This has significant implications for transportation to, through and within the GTA West Corridor Study Area.</p> <p>To address the study area transportation problems, the GTA West Project Team has adopted a building block approach toward the development of a transportation development strategy. 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* Note: All comments in the "Comments" column have been kept verbatim, as they were submitted to the Project Team.