

## *Appendix E*

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### *Key Comments, Issues, and Concerns*

## Comments on Route Location and Design

Concern / Comment	Venue	Written Comment	Verbal Comment
There is no need to separate transit and goods movement.	Woodbridge	X	
Route should stay parallel to existing major routes as much as possible to avoid disruption and reduce footprint impacts.	Woodbridge	X	
Route should be north of Kirby Road and Highway 400 so that future water/sewer lines can be easily connected to the south.	Woodbridge	X	
Route should be north of Kirby Road at Highway 400 so that Kirby Road can carry parallel traffic.	Woodbridge	X	
Route should stay clear of the Kirby Road and Highway 400 area to not preclude a Kirby Road and Highway 400 interchange in the future.	Woodbridge	X	
Will an alignment outside of the study area be considered?	Woodbridge		X
Some King Township residents want the community to stay rural. It is felt that a highway will bring unwanted growth pressures.	Woodbridge		X
Question why the route cannot go north of the study area limit.	Woodbridge		X
Inquiries about the width of the corridor.	Woodbridge		X
Suggest that the route be located north of Bolton.	Woodbridge		X
If the route is identified in vicinity of King-Vaughan Road, consider realigning King-Vaughan Road as a service road to the GTA West transportation corridor.	Woodbridge		X
Trucks should get priority by limiting the number of interchanges, having at least one truck-only lane, or allowing trucks in all lanes.	Mississauga	X	
Does the transportation corridor need to be as wide as stated? Why not design a smaller 4-lane highway (2 lanes in each direction) or simply widen King Vaughan Road? The 407 ETR is empty most days.	Mississauga	X	
Situate the route close to the north end of the west section of the study area. The route can act as a limit for the urban boundary expansion, thus opening up lands for development.	Mississauga	X	
Would prefer an extension of Highway 410 to connect with the GTA West transportation corridor, rather than upgrading existing Highway 10 and connecting it to the transportation corridor.	Mississauga	X	
Favour the use of the existing east-west section of Highway 410. It already crosses Etobicoke Creek, there is vacant land to the northwest, and it prevents the possibility of a new highway extension north of Mayfield Road which would allow for urban sprawl.	Mississauga	X	
Inquiry as to whether there will be an MTO scale/inspection station on this new highway. This route will be a major truck bypass if there is no scale/inspection station.	Mississauga	X	
With respect to the area between Winston Churchill Boulevard and Mississauga Road, the route should be located to the west of Heritage Road. This will not cut off the Heritage Heights Community from the rest of Brampton and will prevent the need for another interchange.	Mississauga	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Route Location and Design (continued)</b>			
The new highway should run from north of Brampton and Georgetown to Guelph and Kitchener. This would allow people to travel east-west without first having to travel south.	Mississauga	X	
The route should extend west of the existing westerly terminus so that it does not tie into the Highway 401/407 ETR interchange.	Mississauga		X
The route should be located close to Bolton with a GO station in Bolton. The route should connect to the Canadian Tire industrial area near King Road.	Brampton	X	
The GTA West transportation corridor should be built on existing Mississauga Road and run north to 22 <sup>nd</sup> Sideroad and continue on this alignment.	Brampton	X	
There should be a by-pass of Norval.	Brampton	X	
The route should be located west of Heritage Road to allow development to the east of Heritage Road and buffer the development from the highway.	Brampton		X
Request to consider a bicycle trail adjacent to the transportation corridor, and for consideration to be given to the impacts to cyclists.	Brampton		X
Concern regarding the large width of the corridor.	Brampton		X
Support for dedicated truck lanes or a separate truckway.	Brampton		X
The new highway should go further west to the Guelph and Kitchener-Waterloo areas.	Brampton		X
The study boundary should be extended further north and consideration should be given to using Highway 9.	Brampton		X
Highway 7 could be the solution.	Brampton		X
Follow lot lines where possible.	Brampton		X
The corridor needs to remain south of Old School Road.	Brampton		X
Pinch points in the defined study area will dictate where the route will be located.	Brampton		X
Route should be located north of King-Vaughan Road. It seems to be too close to 407 ETR.	Caledon	X	X
The route should be located north of the King-Vaughan Road. The terrain below this road on both sides of Highway 27 is extremely rough (cliffs and erosion).	Caledon	X	
I find the idea of a separate highway and transitway very interesting, despite the use of a lot of extra land. Please provide information on the justification for this.	Caledon		
Keep the alignment as far south as possible, closer to the urban areas. This highway will largely influence Caledon's future. Preference is to maintain agricultural lands north of the highway.	Caledon	X	X
Consider the inclusion of rail in the transitway.	Caledon	X	
Include a trail network along the highway.	Caledon	X	
The distance between the 407 ETR and King-Vaughan Road is too close at Highway 400. The study area should start at Highway 9.	Caledon	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Route Location and Design (continued)</b>			
Highway 410 Connection Option 2 (continue using existing Highway 410 from Mayfield Road to Highway 10, and upgrade Highway 10 to a controlled- access freeway) is the better option.	Caledon	X	X
The route should extend west of the existing westerly terminus so that it does not tie into the Highway 401/407 ETR interchange.	Caledon		X
Support for dedicated truck infrastructure.	Caledon		X
Request for an interchange or a flyover at Heart Lake Road.	Caledon		X
Will there be high mast lighting along the new highway? Will there be potential for conflicts with flight and NAV equipment?	Caledon		X
Use giant roundabouts. Not the small ones that are scattered around Ontario.	Caledon		X

### Comments on Interchange Locations and Crossing Road Treatments

Concern / Comment	Venue	Written Comment	Verbal Comment
To strengthen the GTA West corridor, you should contemplate a future interchange with Highway 427.	Woodbridge	X	
Concern regarding congestion on Highway 400 and that the GTA West terminus at Highway 400 will make congestion worse.	Woodbridge		X
There should only be 3 interchanges: Bovaird Drive, Highway 10, and Highway 50.	Mississauga	X	
There should be 3 interchange locations: Highway 401, one in the middle of the transportation corridor, and one at Highway 400.	Mississauga	X	
The route should be a Toronto bypass and should have a minimal number of interchanges – no more than 4. Suggest a minimum of Highway 401, Highway 410, and Highway 400.	Mississauga	X	
The number of interchanges is a critical issue. The more interchanges means more sprawl. Therefore, severely limit the number of interchanges to: Bovaird Drive, Highway 10/410, and Highway 50.	Mississauga	X	X
Many agricultural operations will have large acreages on both sides of the route and will need access across for farm equipment. Overpasses or underpasses in agricultural areas need to be provided every 4 miles (24 hour access, 18 foot wide lanes, 15 feet required for overhead clearance).	Mississauga	X	
The interchange with the GTA West transportation corridor at Highway 401 and the 407 ETR will create major traffic congestion on Highway 401 and will result in environmental impacts. The interchange will require a width of more than 170m. A connection further south of this area may be more efficient.	Mississauga	X	X
Do not settle for less than a full interchange at Highway 410, and fix the Highway 410/Highway 10 connection.	Brampton	X	
There should be interchanges at Embleton Road and Bovaird Drive.	Brampton	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Interchange Locations and Crossing Road Treatments (continued)</b>			
Do not site interchanges at all crossroads. Keep the trucks to the main roads – Highways 10, 410, 50, 427, 400.	Caledon	X	

### Comments on Existing Features and Future Land Uses

Concern / Comment	Venue	Written Comment	Verbal Comment
Retain the maximum number of trees possible, including retaining trees inside interchange ramps.	Woodbridge	X	
Construction must include noise attenuation for the benefit of both humans and wildlife. Wildlife will not access migration routes if the ambient noise level is too high. Wildlife specialists should be brought on to the project team to advise on this matter.	Woodbridge	X	
Humber River has a very steep slope and is unstable.	Woodbridge	X	
Do not disturb existing residences.	Woodbridge	X	
Put less importance on development and more importance on the environment.	Woodbridge	X	
Protect natural features and recreational features (e.g. cycling network).	Woodbridge		X
The Nashville Tract is an important environmental feature and should be avoided.	Woodbridge		X
The Humber River valley and its tributaries have many sensitivities. The Conservation Authority is taking steps to minimize access to many of the most sensitive areas in order to preserve them. However, there is concern that many of these areas appear to be good candidates for route crossing locations.	Woodbridge		X
Concern regarding impacts to lands slated for development.	Woodbridge		X
Need to minimize impacts at the Humber River - the corridor should cross at the most narrow point of the valley.	Woodbridge		X
Crossing locations of the Humber River should consider Vaughan's Heritage Study, which proposes a series of trails along the Humber River. The TRCA is scheduled to announce dedication of a heritage tract for the Humber River Valley. It was suggested that a meeting be held with TRCA before the long list of route alternatives is released to get additional input on the Humber River crossings.	Woodbridge		X
Concerned about traffic infiltration through the old Kleinburg Village (via Nashville Road, etc.) due to ongoing development.	Woodbridge		X
What is the objective of the corridor? Why can't we put the corridor north of the Greenbelt?	Woodbridge		X
What is the point of protecting the Greenbelt if the MTO is going to put a road over it?	Woodbridge		X
Against this route. We are on well water and are concerned about contamination. How will you protect my water?	Mississauga	X	
Concerned about air and water pollution in the Greenbelt area.	Mississauga	X	
There are substantial springs located between Heritage Road and the TransCanada Pipeline at the Credit River (south of the river). These springs flow year round.	Mississauga	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Input on Existing Features and Future Land Uses (continued)</b>			
There has been no mention of how the project team plans to cross the TransCanada Pipeline. As a landowner that farms over the TransCanada Pipeline, I am surprised that a route may cross in the vicinity of Heritage Road south of Bovaird Drive.	Mississauga	X	
Agricultural land should be preserved. It should be the #1 priority.	Mississauga / Caledon	X	X
Concerned about impacts to the Valleywood Community and a potential intersection at Highway 10 and Dougall Avenue if Highway 10 is upgraded and connected to the GTA West transportation corridor. Transit serviceability and EMS access would also be impacted.	Mississauga	X	
Drainage systems on farms should have outlets to other main drains, and not be plugged or cut. They should not be cleared out just every 50 years.	Mississauga	X	
Do not impact farm land in the vicinity of Mississauga Road and Mayfield Road.	Mississauga	X	
The route should be built with the least amount of impact to the environment.	Mississauga	X	
Avoid impacting the Ukrainian Catholic Church and the surrounding property, including the soccer fields.	Mississauga		X
Avoid impacting the Croatian Cultural Centre at Winston Churchill Boulevard and Embleton Road. There is a robust and vibrant community in this area. Would like to the route go to the south of the church and community centre.	Mississauga	X	
The route should not bisect the proposed Heritage Heights development in Brampton.	Brampton	X	
Upper Canada College celebrated 100 years in Norval in 2013. Upper Canada College is the largest running outdoor school in Canada. Prince Charles is a patron of the school. Upper Canada College owns 400 acres in the village of Norval.	Brampton	X	
When/if farmland is acquired, please leave farm parcels large enough to farm. Otherwise only weeds will grow on the unusable parcels, which will create allergens and attract animals close to a highway and potentially lead to more vehicle/wildlife collisions. Deer have been spotted on the shoulders of Highway 410 and Sandalwood Road.	Brampton	X	
Consideration should be given to the history of all the small villages and towns. Special designs should be done for roadways to assist in retaining the small town history and character our citizens have worked hard to retain. In particular, Norval's historic homes and significant tourism needs to receive special attention by the project team.	Brampton	X	
The Hamlet of Norval was built in 1820. In 2020, our community will celebrate 200 years of settlement in the valley of the Credit River. There are several groups in our village: Norval Women's Institute (since 1906), Norval Heritage Society (since 1990), Norval Community Association (since 1974). Our community actively promotes, preserves and highlights our significant heritage and culture.	Brampton	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Input on Existing Features and Future Land Uses (continued)</b>			
The Credit River is a cold water fishery.	Brampton	X	
There should be a by-pass of Norval, since bringing Bovaird into the centre of the village will destroy our tourism, industry, agriculture and impact the natural environment.	Brampton	X	
Every level of government should ensure that rural roads retain the tree canopies and curves, with no expansion. Visitors from around the world enjoy the roads around the village of Norval.	Brampton	X	
Questions regarding how the project team will address wildlife movement, stormwater, air quality, and noise.	Brampton		X
Given approved development, the potential location for the new highway is very constrained.	Brampton		X
The project team should consider how to best use old quarry locations (i.e. run the new highway through these locations that are 'blights on the landscape anyway').	Brampton		X
There are too many highways and interchanges around the Maple Lodge Farms facility. This is creating a very undesirable area.	Brampton		X
Agricultural lands need to be preserved, particularly Class 1 lands. The study should have sound justification for impacts to these lands, as they are scarce.	Brampton		X
Concern about impacts to the Valleywood community.	Brampton		X
The route should be mindful of the environmentally sensitive areas and water crossings.	Brampton		X
Questions regarding how the different land uses will be weighted? Will agricultural land will be less important (or be weighted as less significant) than other types of land use?	Brampton		X
Should consider routes with the least impact on residential homes. Farm land offers wide open areas for this new highway.	Caledon	X	
The priority in designing the highway should be cost. This means bypassing geographical features, crossing rivers at the right angle, etc. Developers should be a secondary consideration.	Caledon	X	
Be sure to document the locations of local businesses, small and big.	Caledon	X	
Though the highway is a compatible use with the local airport, you need to consider potential impacts on the airport and the Brampton Flying Club (e.g. emergency landing areas).	Caledon		X

### Comments on Study Process and Timing

Concern / Comment	Venue	Written Comment	Verbal Comment
General questions about the study process.	All		X
Inquiries about the timing of construction.	All		X
The project is creating a lot of uncertainty for homeowners/landowners who need to make decisions about their properties. There were calls for moving things forward as quickly as possible.	All	X	X
General questions about the study schedule and when the preferred route will be presented.	All		X

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Study Process and Timing (continued)</b>			
General inquiries about how routes are being generated.	All		X
General questions about the study schedule and when the final corridor will be presented.	Woodbridge		X
Support for MTO to remove any development objections in the Highway 400 area as soon as possible as the municipality would like to start servicing the area.	Woodbridge		X
Concern that the route has already been identified and shared with some stakeholders, and that the plan to remove MTO objections on development applications at certain milestones is being driven by developer interests.	Mississauga		X
Questions regarding the property acquisition process and schedule.	Brampton		X
Developers are driving the process. They are using their influence at the municipal level to manipulate things to bring about a result that is desirable for them and their development objectives.	Brampton		X
How many routes will be on the long list of route alternatives? How many will be on the short list of route alternatives? When will the list of routes be shown to the public?	Brampton		X
The project team needs to provide some definitive answers soon.	Brampton		X
Questions about timing of property acquisition.	Brampton		X
How did the project team define the study area in Stage 1 of the EA?	Brampton		X
Fine tuning should be done sooner rather than later. Caledon needs to revise their Official Plan in 2016. If land is not freed up, there will be poor planning.	Caledon	X	
Inquiries regarding how evaluation factors are weighed.	Caledon		X
Inquiries about how the study is being coordinated with Hydro One.	Caledon		X

### Comments on Property Impacts

Concern / Comment	Venue	Written Comment	Verbal Comment
Will MTO compensate for lower property values as a result of the proximity to the transportation corridor?	Mississauga	X	
What will be the effect on property value to a piece of land located adjacent to the GTA West transportation corridor?	Brampton	X	
How will farmers be compensated for property located in the white belt?	Brampton	X	
The study is negatively impacting my business.	Brampton		X
Questions about the inability to sell a property at this time due to the uncertainty of the location of the GTA West transportation corridor.	Brampton		X
View that the highway would have a positive effect on properties located in the white belt.	Brampton		X
Land should be earmarked asap to allow landowners to get on with their planning.	Caledon	X	

### Comments on Traffic Impacts

Concern / Comment	Venue	Written Comment	Verbal Comment
Adding another major highway to the Highway 401/407 ETR interchange will only increase traffic congestion on Highway 401. Has any consideration been given to alleviating traffic congestion on Highway 401 west of the interchange?	Mississauga	X	
Will Milton be connected to the GTA West transportation corridor to alleviate traffic issues in that area?	Brampton		X

### Comments on Transitway and Alternative Transportation

Concern / Comment	Venue	Written Comment	Verbal Comment
The transitway should be constructed first. If there is still a need for the highway in 2031, then build the highway portion.	Mississauga	X	
Cyclists use Old School Road, Mississauga Road, and Embleton Road heavily.	Mississauga	X	
Encourage commuters to use the transitway by making it financially more interesting. You can do this by making the new highway tolled, and use the toll money to keep the transit fares extra low.	Caledon	X	
The transportation problems should be solved by rail.	Caledon		X
Concern that the transitway will be removed from the study due to cost.	Caledon	X	
Inquiries regarding what active transportation opportunities are being provided within the new corridor.	Caledon		X

### Comments and Suggestions on the Workshops

Concern / Comment	Venue	Written Comment	Verbal Comment
The workshop was run very efficiently. A lot of great information was provided. Well presented with knowledgeable staff. Good use of technology.	All	X	X
General inquiries about how the project team will use the information gathered at the Introductory Community Workshops.	All		X
Good overview. Liked that a study timeline was provided.	Woodbridge	X	
Did not provide enough information with respect to impacts to noise, property value, and water resources. The area is prime for development and this study will decrease values.	Woodbridge	X	
Liked the way information was presented and that attendees were able to identify features on a map.	Mississauga	X	
Route planning on the Station 4 maps would have been easier if there were contour lines on the maps.	Mississauga	X	
The workshops should have been held in communities being directly affected by the route, so that those communities can provide input to the study process.	Brampton	X	
It would have been advantageous to show the Greenbelt on the large maps at the workshop.	Brampton	X	
Why were the workshops planned as an invite event only?	Brampton		X
Really enjoyed using the iPads.	Brampton		X

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Workshop Comments and Suggestions (continued)</b>			
Appreciate that you allow anyone to comment.	Caledon	X	
Sign in sheets should not be openly visible to all. Personal information such as phone numbers, e-mail addresses should not be left visible to comply with privacy issues. Suggest single paper sign in sheets that can be put out of sight.	Caledon	X	
Great presentation. I have a better understanding of how route selection works.	Caledon		X
The event included a good mix of maps (aerials, land use) and materials.	Caledon		X
Inquiries regarding the trends the project team are seeing regarding route suggestions provided by the public.	Caledon		X

### Other Comments

Concern / Comment	Venue	Written Comment	Verbal Comment
General questions about the CAG and GTAG.	All		X
Grain trucks need to be able to move through the study area.	Mississauga	X	
Concerns regarding safety.	Mississauga	X	
Concerns expressed about the land use study that has been conducted by the City of Brampton. It did not take into consideration any environmental features and the preferred route was selected based on avoiding certain land owners. Not all land owners were consulted.	Mississauga	X	
Some farmers were aware that the route may impact their properties, but they weren't necessarily opposed to it.	Mississauga		X
Aggregates should not come from the escarpment since that area contains valuable limestone water that should only be used for cement or concrete. Highway aggregates should come from mining slag recycling or GTA construction projects.	Mississauga	X	
The roads around Norval are actively used by the farm community. Do we want to retain agriculture in Halton Hills?	Brampton	X	
Recognition that the rural area is changing and will be urbanized in the not too distant future.	Brampton		X
Acknowledgement of the need for the transportation corridor.	Brampton		X
Question whether another facility will be required in the future, in addition to the GTA West transportation corridor, and whether there will be a future extension north of Norval.	Brampton		X
Trust the project team to select a route which addresses project requirements while minimizing environmental impacts.	Brampton		X
Questions regarding the number and qualifications of the project team.	Brampton		X
My concern with this project is urban sprawl. Urban sprawl will be encouraged instead of increasing the number of residents per square kilometres.	Caledon	X	
Do not agree with putting a 400 series highway through Caledon. We live here because it is in the county (quiet and not congested). A highway of this size is not a part of the countryside.	Caledon	X	

Concern / Comment	Venue	Written Comment	Verbal Comment
<b>Other Comments (continued)</b>			
Trucks drive on Dixie Road north of Mayfield Road at Indy speeds. There have been many near misses on this stretch of road. Trucks do not respect the double yellow line.	Caledon	X	
Why is development underway at the southeast corner of Hurontario and Old School Road within the study area?	Caledon	X	
Agree with the need for the highway.	Caledon	X	
Inquiries about the length of the transportation corridor.	Caledon		X
Inquiries about the cost of the highway.	Caledon		X
Concern that the highway will be tolled.	Caledon		X
The Valleywood community is concerned with emergency access to their homes.	Caledon		X

### Information Requests

Concern / Comment	Venue	Written Comment	Verbal Comment
Requests for mapping from Stations 3 and 4.	All	X	
Request for mapping of a specific area.	Woodbridge	X	
Request for the boards from Station 2.	Caledon	X	
Request for the boards from Station 2 to be put on the project website.	Caledon		X