

GTA West Corridor Environmental Assessment Terms of Reference

Consultation Record

June 2007

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1. INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area.

This study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (the Act). Prior to preparing an Individual EA, the Act requires that a proponent prepare a Terms of Reference (ToR). The ToR is a document that provides a framework to guide the preparation of the EA, and requires approval by the Minister of the Environment (MOE). If approved, the ToR will serve as the framework for an EA Study to develop and select transportation alternatives.

This Consultation Record has been prepared as required under section 6(3) of the *Ontario Environmental Assessment Act* whereby a “description of the consultation by the proponent and the results of the consultations” in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval.

2. CONSULTATION OVERVIEW

The GTA West Corridor Planning and EA Study was initiated in January 2007, with notices published in newspapers across the Preliminary Study Area. This activity was designed to encourage early identification of issues, provide extensive opportunities to participate in the study and foster input into the ToR.

Soon after the study commencement notification, potentially affected regulatory agencies and municipalities were invited to participate on a Regulatory Agency Advisory Group and Municipal Advisory Group respectively. Meetings were held with both advisory groups prior to the release of the draft ToR to provide an overview of the study, the role of the ToR, the general content and the anticipated consultation plan for the document. In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups etc.) was developed in consultation with the local municipalities. This list will be updated and refined as the study progresses.

The draft ToR was released for public and agency review on March 15th, 2007 with a deadline for comments of May 18th, 2007. During this 9-week pre-submission review period, the Project Team met with local municipal councils and committees, First Nations, and held four Public Information Centres (PICs) across the Preliminary Study Area in mid to late April.

The consultation program was flexible to permit requests for additional presentations, meetings or PICs. At the request of Caledon Council, the Project Team arranged an additional PIC in the Town of Caledon on May 8th, 2007. In addition, the Project Team accommodated all nine requests for presentations from the Niagara Escarpment Commission, municipal councils and committees.

All comments received during this preliminary stage of the EA, from the general public, interest groups, First Nations, agencies and municipalities were considered by the Project Team. The revised ToR submitted to the Minister of the Environment is a reflection of this consultation effort.

A list of stakeholders consulted in the preparation of the Terms of Reference are included in Appendix A. Consistent with the *Freedom of Information and Protection of Privacy Act*, public lists developed as part of this study have not been included.

A comprehensive list of agency / municipal comments submitted in the preparation of the ToR, and the associated responses provided by the Project Team, are included in Appendix B.

A list of responses to First Nation comments received during the preparation of the ToR, are included in Appendix C.

Public and interest group comments submitted, summarized and organized by theme, are included in Appendix D, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover.

3. PUBLIC CONSULTATION IN THE PREPARATION OF THE TERMS OF REFERENCE

3.1 Background

The project website (www.gta-west.com) was launched to coincide with the study commencement notification on January 31st 2007, and provides an ongoing opportunity for stakeholders to review up-to-date study information and to contact the Project Team through the e-mail address (project_team@gta-west.com) provided on the "Contact Us" page. The "Contact Us" page also includes a "webform" feature, where comments can be entered and sent directly to the project team from the website to facilitate feedback from interested parties.

The project website will remain active throughout the ToR submission period and subsequent EA Study.

A copy of the project website pages is included in Appendix E.

3.2 Newspaper Notifications

Notices were published in 16 newspapers selected across the Preliminary Study Area to provide: notification of project milestones; a key map for study context; information on the EA process, and contact information for key Project Team members. A copy of the newspaper notices are included in Appendix F, and were published as outlined below.

Notice of Study Commencement

A notice announcing the commencement of the study was published from January 31st, 2007 to February 4th, 2007 in the following list of newspapers on the specified dates. The notice was also posted to the project website to coincide with the first publication date.

DAILY NEWSPAPERS

- | | |
|-----------------------|---------------------------|
| 1. Toronto Star | Saturday February 3, 2007 |
| 2. The Guelph Mercury | Saturday February 3, 2007 |

TRI-WEEKLY NEWSPAPERS

- | | |
|----------------------|-------------------------|
| 3. Mississauga News | Sunday February 4, 2007 |
| 4. Brampton Guardian | Sunday February 4, 2007 |

BI-WEEKLY NEWSPAPERS

- | | |
|-----------------------------------|----------------------------|
| 5. Caledon Enterprise | Saturday February 3, 2007 |
| 6. Vaughan Citizen | Sunday February 4, 2007 |
| 7. Guelph Tribune | Friday February 2, 2007 |
| 8. Georgetown Acton Independent | Wednesday January 31, 2007 |
| 9. Milton - The Canadian Champion | Friday February 2, 2007 |

WEEKLY NEWSPAPERS

- | | |
|-------------------------------------|----------------------------|
| 10. Caledon Citizen | Wednesday January 31, 2007 |
| 11. King Township Sentinel | Wednesday January 31, 2007 |
| 12. The Erin Advocate | Wednesday January 31, 2007 |
| 13. Le Metropolitain (French) | Wednesday January 31, 2007 |
| 14. Turtle Island News | Wednesday January 31, 2007 |
| 15. Tekawennake New Credit Reporter | Wednesday January 31, 2007 |
| 16. The Halton Compass | Thursday February 1, 2007 |

Notice of Public Information Centre and Review of draft ToR

A notice announcing the Public Information Centre, and providing information on the viewing locations for the draft ToR, was published in the following list of newspapers on the specified dates. The notice was also posted to the project website to coincide with the first publication date.

DAILY NEWSPAPERS

- | | | |
|-----------------------|-------------------|--------------------|
| 1. Toronto Star | Sat April 7, 2007 | |
| 2. The Guelph Mercury | Sat April 7, 2007 | Sat April 14, 2007 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|-------------------|--------------------|
| 3. Mississauga News | Sun April 8, 2007 | Fri April 13, 2007 |
| 4. Brampton Guardian | Wed April 4, 2007 | Wed April 11, 2007 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|---------------------|----------------------|
| 5. Caledon Enterprise | Sat April 7, 2007 | Sat April 14, 2007 |
| 6. Vaughan Citizen | Thurs April 5, 2007 | Thurs April 12, 2007 |
| 7. Guelph Tribune | Fri April 6, 2007 | Fri April 13, 2007 |
| 8. Georgetown Acton Independent | Wed April 4, 2007 | Fri April 13, 2007 |
| 9. Milton – The Canadian Champion | Fri April 6, 2007 | Tues April 10, 2007 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|---------------------|----------------------|
| 10. Caledon Citizen | Wed April 4, 2007 | Wed April 11, 2007 |
| 11. King Township Sentinel | Wed April 4, 2007 | Wed April 11, 2007 |
| 12. The Erin Advocate | Wed April 4, 2007 | Wed April 11, 2007 |
| 13. Le Metropolitain (French) | Wed April 4, 2007 | Wed April 11, 2007 |
| 14. Turtle Island News | Wed April 4, 2007 | Wed April 11, 2007 |
| 15. Tekawennake New Credit Reporter | Wed April 4, 2007 | Wed April 11, 2007 |
| 16. The Halton Compass | Thurs April 5, 2007 | Thurs April 12, 2007 |

Notice of Additional Public Information Centre

A notice providing advance notification of the additional PIC arranged in the Town of Caledon, was published in the following list of newspapers on the following dates. The notice was also posted to the project website to coincide with the first publication date.

NEWSPAPER

- | | |
|--------------------|-------------------------|
| Caledon Enterprise | Saturday April 28, 2007 |
| Caledon Citizen | Wednesday May 2, 2007 |

3.3 Mailing List and E-mails / Letters

Study Mailing List

A study mailing list was developed following the study commencement notification and included interested stakeholders that submitted requests through the project website (webform), e-mail, fax, phone or letter. Those who signed in at the Public Information Centre were also added to the study mailing list.

Once stakeholders were added to the study mailing list they received subsequent notifications of the study milestones outlined below through their preferred method of contact (e-mail or letter).

In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups, etc.) was developed in consultation with the local municipalities. This list will be updated and refined as the study progresses.

E-mail / Letter Notification of Release of Terms of Reference

Individuals on the study mailing list were notified on March 15th, 2007 by e-mail / letter of the release of the draft Terms of Reference. The e-mail / letter also described the subsequent review process, including a deadline for comments of May 18th, 2007 and a description of the second review period that would be initiated by the Minister of the Environment, following the submission of the Terms of Reference. A list of public review locations, including 16 local libraries, was included with the letter or attached to the e-mail.

E-mail / Letter Notification of Public Information Centre and Review of ToR

Individuals on the study mailing list were notified of the Public Information Centre by letters mailed on March 30th, 2007 or e-mails sent on April 3rd, 2007, depending on the preferred method of contact. The letter / e-mail provided a list of the four PICs arranged within the Preliminary Study Area, as well as a reminder of the availability of the draft Terms of Reference for review and the deadline for comments of May 18th, 2007. The e-mail/letter also included a description of the second review period that would be initiated by the Minister of the Environment, following the submission of the Terms of Reference.

A correction notice advising of an error in the dates included in the initial letter was sent by e-mail or courier on April 11th, 2007 to all agencies and individuals who received the initial letter. This error was not in any other notification materials and did not result in any notable concerns by the public.

Copies of the notification materials are included in the Public Information Centre Summary Report in Appendix G.

E-mail / Letter Notification of the Additional Public Information Centre

Individuals on the study mailing list were notified by e-mail / letter on April 27th, 2007 regarding the additional PIC in Caledon.

3.4 Public Information Centre

Public Information Centres (PICs) were held to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team. Municipalities were consulted on appropriate venues, and provided the schedules of other local public consultation events to avoid conflicts.

Representatives of the Project Team attended the PICs. The PICs were held as drop-in centres with display panels that presented contents of the draft EA Terms of Reference, mapping of existing conditions and information for providing comments. The Project Team participated in discussions with the attendees to ensure that all questions and concerns were addressed.

The PICs were held as follows:

Monday April 16 2007	Wednesday April 18, 2007
Holiday Inn Select Brampton Caledon Room 30 Peel Centre Drive Brampton, ON	Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.
Monday April 23, 2007	Tuesday April 24, 2007
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON	Cultural Centre Gallery 9 Church Street Georgetown, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

At the request of Caledon Council, the Project Team arranged an additional PIC in the Town of Caledon on May 8th, 2007 at the time and location listed below.

Tuesday, May 8, 2007
Brampton Fair Grounds Hall 4269 Heart Lake Road Caledon, ON
4:00 to 8:00 p.m.

The information presented at the PICs included:

- Overview and purpose of the study;
- Overall EA process for the GTA West Corridor;
- Proposed process to generation and evaluate alternatives;
- Existing environmental conditions; and
- Proposed consultation plan.

Copies of the draft ToR were available for review at the PICs, in addition to relevant supporting policies and plans, including the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, the *Greenbelt Plan*, the *Niagara Escarpment Plan*, the *Oak Ridges Moraine Conservation Plan*, the *Ontario Environmental Assessment Act* and the *Canadian Environmental Assessment Act*.

Hand-outs of the display material were available on request in both English and French. Also available, on request, were copies of the draft ToR.

In addition to verbal comments, the Project Team encouraged visitors to express, in writing, all comments they had regarding the information presented. In total, 64 written comments were received at the PICs.

A breakdown of attendance and comments by PIC date/venue is provided as follows:

Date / Location	Total Attendance	Written Comments Received
April 16 2007 Brampton	42	9
April 18 2007 Vaughan	45	6
April 23 2007 Guelph	79	22
April 24 2007 Georgetown	72	2
May 8 2007 Caledon	140	25
Total	378	64

Additional detail on the PICs is provided in Appendix G, in the PIC Summary Report.

3.5 Interest Groups and Applications for the Community Advisory Group

A list of local interest groups was compiled by the Project Team in consultation with local municipalities. These interest groups received notice of the release of the draft ToR and the Public Information Centres as described in Section 3.4 of this Consultation Record.

To assist the Project Team as the study progresses, a Community Advisory Group (CAG) will be formed, once the ToR is approved, to provide valuable input on community perspectives. It is anticipated that the CAG will include representatives from several stakeholder / interest groups, organizations, and individuals in, and around, the Preliminary Study Area.

The application for the CAG was initiated following the study commencement through an application form available on the project website. At the Public Information Centres, the future formation and role of the CAG was described on a display panel and application forms were available for individuals to fill out and submit, to the Project Team. In total, 12 applications were received at the PIC, and an additional 8 were received through the project website, e-mail or fax.

The application form provided for the CAG is included in Appendix H.

3.6 Summary of Comments Received from the Public and Interest Groups

In addition to PICs, public input was encouraged throughout the study, and facilitated through the project website, the project team e-mail address, and project team contact information listed in each newspaper notification.

A breakdown of the submissions received, from the study commencement to the deadline for comments on the draft ToR (May 18th, 2007), is provided below:

Summary of Public and Interest Group Input / Submissions	# Received
Webform	55
E-mail	32
Letter / Fax	16
Total Community Advisory Group Application Forms Received	20
Total	123

Public and interest group comments submitted, summarized and organized by theme, are included in Appendix D, with the corresponding response that was generally provided. All public comments submitted, to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover.

4. CONSULTATION WITH MUNICIPALITIES, AGENCIES AND FIRST NATIONS IN THE PREPARATION OF THE TERMS OF REFERENCE

4.1 Municipal Advisory Group

A Municipal Advisory Group (MAG) was formed based on the geographic context of the Preliminary Study Area and includes representatives from upper and lower tier municipalities in the Preliminary Study Area.

The first meeting of the MAG was held on March 6th, 2007, prior to the release of the draft ToR, to provide an overview of the EA study approach, details on the draft ToR and an opportunity for preliminary feedback and questions.

The summary notes from this meeting are provided in Appendix I.

4.2 Regulatory Agency Advisory Group

A Regulatory Agency Advisory Group (RAAG) was formed to include potentially affected federal ministries, provincial ministries, regional agencies (Conservation Authorities) and Transportation Service Providers.

The first meeting of the RAAG was held on March 9, 2007, prior to the release of the draft ToR, to provide an overview of the EA study approach, details on the draft ToR and an opportunity for preliminary feedback and questions.

The summary notes from this meeting are provided in Appendix J.

A separate presentation was requested by the RAAG representative of the Niagara Escarpment Commission (NEC). Subsequently, members of the Project Team attended the April 19th, 2007 meeting of the NEC and presented components of the draft ToR, followed by a question and answer session.

On May 22nd, 2007 MTO presented the study to the chair, CEO and staff of the Greater Toronto Transportation Authority.

4.3 Presentations to Municipal Councils and Committees

The Project Team accommodated all requests from municipal councils and committees for presentations on the draft ToR. These meetings also provided an opportunity to discuss the draft ToR with councils and committees across the Preliminary Study Area. The presentations were held as follows:

Upper-tier Municipalities

- Halton Region – Planning and Public WorksApril 11, 2007
- Peel Region – Council.....April 12, 2007
- York Region – Council..... May 2, 2007
- Halton Region – Transportation Advisory Committee..... May 10, 2007
- County of Wellington/City of Guelph*..... May 24, 2007

*The City of Guelph as well as lower-tier municipalities in the County of Wellington were invited to attend the Wellington Council presentation.

Lower-tier Municipalities

- City of Brampton – Planning CommitteeApril 16, 2007
- Town of Caledon – CouncilApril 17, 2007
- Town of Halton Hills – CouncilApril 30, 2007

4.4 First Nations Engagement

During the development of the draft ToR, MTO initiated contact with four First Nations groups / committees including: the Six Nations of the Grand River Elected Council; the Six Nations of the Grand River Confederacy Council; the Mississaugas of the New Credit and the Kawartha Nishnawbe First Nations, to introduce the GTA West Corridor Planning and EA study and the draft Terms of Reference. All four groups were provided with the opportunity to review and comment on the draft ToR prior to submission to the Minister of the Environment. Meetings or presentations were held as outlined below. A summary of the comments provided during the preparation of the draft ToR, and the associated responses provided by the Project Team, are included in Appendix C.

Six Nations of the Grand River - Elected Council and Lands and Resources Staff

Meetings and Written Contact

- Introductory Meeting with Staff January 22, 2007
- Meeting with Staff regarding comments on draft ToRApril 10, 2007
- MTO letter regarding GTA West Study Commencement January 24, 2007
- MTO letter regarding release of draft ToR March 15, 2007
- MTO letter regarding PIC #1 March 29, 2007

Six Nations of the Grand River - Confederacy Council

Meetings and Written Contact

- MTO letter regarding GTA West Study Commencement January 24, 2007
- MTO letter regarding release of draft ToRMarch 15, 2007
- MTO letter regarding PIC #1 / e-mail regarding correct PIC datesMarch 29 / April 13, 2007

Six Nations of the Grand River – Community Meeting

On May 30, 2007 MTO hosted a Community Meeting from 5:00pm to 8:00pm at the Six Nations Polytech. The purpose was to provide an overview of provincial transportation projects for the Six Nations of the Grand River Community.

The Community Meeting was advertised as follows:

NEWSPAPERS

- | | | |
|------------------------------------|------------------|------------------|
| 1. Tekawennake New Credit Reporter | Mon May 23, 2007 | Mon May 30, 2007 |
| 2. Turtle Island News | Mon May 23, 2007 | Mon May 30, 2007 |

RADIO, POSTERS and FLYERS

- | | | |
|---|--------------------|------------------|
| 1. Six Nations Radio (CKRZ FM)
Broadcast up to 3 times daily | Thurs May 26, 2007 | Mon May 30, 2007 |
| 2. Posters at 15 prominent locations in the reserve | | |
| 3. Flyers distributed to almost 2,000 homes on the reserve | | |

The Community Meeting was attended by a total of 41 people, including the following:

Summary of Attendance	#
Six Nations of the Grand River Elected Council	1
Six Nations of the Grand River Confederacy Council	10
Six Nations of the Grand River Lands and Resources Office Staff	3
Six Nations of the Grand River Community	24
Media outlets	3
Total	41

The following was presented/ provided:

- information on 18 projects within and adjacent to the Haldimand Tract, with a higher level of detail for nine of the major studies/projects (5 transportation corridor studies including the GTA West Corridor EA Study, 1 new highway study, and 3 bridge rehabilitation/replacement projects over the Grand River);
- 56 display boards covering the above;
- a 27-page colour hand-out with maps, photos, diagrams, etc;
- light refreshments – traditional native snacks and juices.

During the community meeting, no comments specific to the GTA West Corridor EA Study were received.

Mississaugas of the New Credit

Meetings and Written Contact

- Introductory Meeting with Council and Staff.....April 20, 2007
- MTO letter regarding GTA West Study Commencement January 24, 2007
- MTO letter regarding request for a meeting March 5, 2007
- MTO letter regarding release of draft ToR March 15, 2007
- MTO letter regarding PIC #1 / e-mail regarding correct PIC dates ...March 29 / April 13, 2007

Kawartha Nishnawbe First Nations

Written Contact

- MTO letter regarding GTA West Corridor Study draft ToRApril 30, 2007

Discussions with First Nations will continue throughout the subsequent EA study in a manner appropriate to them.

5. PRE-SUBMISSION REVIEW OF THE TERMS OF REFERENCE

The Project Team conducted a review of the draft ToR prior to submitting the final document for approval. The consultation activities outlined in Sections 3 and 4 of this Consultation Record were coordinated with the pre-submission review so that the Project Team could inform stakeholders of the purpose of the Terms of Reference and the process for submission / approval and opportunities for public / agency participation (reviewing and commenting on the contents of the draft Terms of Reference).

The Project Team allocated a 9-week review period of the draft Terms of Reference, and sent a copy of the draft ToR to all agencies and municipalities by e-mail. A hard copies was mailed to all those who requested a copy of the document.

The draft ToR was made available for public review at the following viewing locations and was posted on the project web site (www.gta-west.com):

Review Locations of the Draft ToR	
1. Guelph Public Library, Main Branch	2. Brampton Public Library, Chinguacousy Branch
3. Wellington County Public Library, Puslinch Branch	4. Brampton Public Library, Cyril Clark Branch
5. Wellington County Public Library, Rockwood Branch	6. Caledon Public Library, Caledon East Branch
7. Wellington County Public Library, Marden Branch	8. Mississauga Public Library, Meadowvale Branch
9. Wellington County Public Library, Erin Branch	10. King Township Public Library, Nobleton Branch
11. Milton Public Library, Main Branch	12. King Township Public Library, King City Branch
13. Halton Hills Public Library, Acton Branch	14. Vaughan Public Library, Pierre Berton Resource Branch
15. Halton Hills Public Library, Georgetown Branch	16. Vaughan Public Library, Kleinburg Branch

All comments received during the pre-submission review were carefully considered in finalizing the ToR document.

A comprehensive list of agency / municipal comments submitted in preparation of the ToR, and the associated responses provided by the Project Team, are included in Appendix B.

A list of responses to First Nation comments received during the preparation of the ToR, are included in Appendix C.

Public and interest group comments submitted, summarized and organized by theme, are included in Appendix D, with the corresponding response that was generally provided. All public comments submitted, to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover.

APPENDIX A STAKEHOLDER LIST

Stakeholders Consulted in the Preparation of the Terms of Reference

Government Agencies

- Canadian Environmental Assessment Agency
- Canadian National Rail
- Canadian Pacific Rail
- Conservation Halton
- Conservation Ontario
- Credit Valley Conservation Authority
- Department of Fisheries and Oceans
- Department of Indian and Northern Affairs Canada
- Environment Canada
- GO Transit
- Grand River Conservation Authority
- Greater Toronto Airports Authority
- Health Canada
- Ministry of Citizenship and Immigration
- Ministry of Culture – Archaeology
- Ministry of Culture – Heritage
- Ministry of Economic Development and Trade
- Ministry of Energy
- Ministry of Health – Environmental Health Division
- Ministry of Health – Public Health Division
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources – Aurora District
- Ministry of Natural Resources – Guelph District
- Ministry of Northern Development and Mines - Corporate Policy
- Ministry of Northern Development and Mines - Ontario Geological Survey
- Ministry of Public Infrastructure Renewal
- Ministry of the Attorney General
- Ministry of the Environment
- Natural Resources Canada
- Niagara Escarpment Commission
- Ontario Provincial Police
- Ontario Realty Corporation
- Ontario Secretariat for Aboriginal Affairs
- Transport Canada

Municipalities

- City of Brampton
- City of Guelph
- City of Mississauga
- City of Vaughan
- Halton Region Health Department
- Peel Region Public Health
- Region of Halton
- Region of Peel
- Regional Municipality of Waterloo
- Town of Minto
- Township of Centre Wellington
- Township of Guelph / Eramosa
- Township of King
- Toronto Region Conservation Authority
- Town of Caledon
- Town of Erin
- Town of Halton Hills
- Town of Markham
- Town of Milton
- Township of East Luther Grand Valley
- Township of Mapleton
- Township of Puslinch
- Township of Wellington North
- Wellington County

First Nations

- Kawartha Nishnawbe First Nations
- Mississaugas of the New Credit
- Six Nations of the Grand River Confederacy Council
- Six Nations of the Grand River Elected Council

Non-Governmental Organizations

- Aileen Willowbrook Ratepayer's Association
- Architectural Conservancy of Ontario, Guelph & Wellington Branch
- Bayview Fairways Ratepayer's Association
- Bayview Glen Residents' Association
- Belfountain Community Planning Organization
- Belvedere Estates Ratepayers' Association

Stakeholders Consulted in the Preparation of the Terms of Reference

- Brampton Economic Development & Public Relations
- Brampton Environmental Community Advisory Panel
- Brampton Historical Society
- Brampton Sustainable Community Advisory Panel
- Brampton Sustainable Community Collaborative
- Brownridge Ratepayers' Association
- Caledon Chamber of Commerce
- Caledon Countryside Alliance
- Caledon East & District Historical Society
- Canadian Automobile Association South Central Ontario
- Canadian Manufacturers and Exporters Ontario Division
- Canadian Trucking Alliance
- Canadian Urban Transit Association
- Carrying Place Property Owners Association
- Carrying Place Ratepayers' Association
- Cheltenham Area Residents' Association
- Christian Farmers Federation of Ontario
- Citizens for a Clean Caledon
- Citizens Opposed to Paving the Escarpment
- Coalition of Concerned Citizens
- Coalition on the Niagara Escarpment
- Columbus Trail Residents' Association
- Community Environmental Leadership Programme - Guelph
- Concerned Citizens of King Township
- Concord West Ratepayers' Association
- Credit River Alliance
- Credit Valley Conservation Authority
- Crestwood Springfarm Yorkhill Ratepayers' Association
- Cricklewood Ratepayers' Association
- East Wellington Community Association
- Ecosource
- Escarpment Biosphere Conservancy
- Ferndale Park Cottagers Cooperative Limited
- Friends of Boyd Park
- Friends of Rural Communities and the Environment
- Friends of the Grand River
- Friends of the Greenbelt Federation
- Gardens of King
- German Mills Ratepayers' Association
- Glen Shields Ratepayers' Association
- Grandview Area Residents' Association
- Gravel Watch Ontario
- Green Tourism Association
- Greenspaces for Wellington
- GreenTrans
- Guelph-Wellington Business Enterprise Centre
- Guelph Chamber of Commerce
- Guelph Downtown Board of Management
- Guelph Environmental Network
- Guelph Field Naturalists
- Guelph Neighbourhood Support Coalition
- Guelph-Wellington Business Enterprise Centre
- Halton Environmental Network
- Halton Hills Chamber of Commerce
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton Environmental Network
- Halton Hills Chamber of Commerce
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton/North Peel Naturalists Club
- Heritage Caledon
- Hike Ontario
- Hillsburgh Snow Roamers
- Humberview Gardens Ratepayers' Association
- Hydro One Inc
- Islington Woods Community Association
- Keep the Escarpment Environment Protected (KEEP)
- Kettleby Village Association
- King City Preserve the Village
- King Rural Ratepayers' Association
- King Township Chamber of Commerce
- Kipling Ratepayer's Association
- Kleinburg & Area Ratepayers' Association
- Lakeview Estates Ratepayers' Association
- Langstaff Community Association Incorporated
- Leitchcroft Ratepayers' Association

Stakeholders Consulted in the Preparation of the Terms of Reference

- Maple Landing Ratepayers' Association
- Maple-Sherwood Ratepayers' Association
- Maplewood Ravines Community Association
- Milton Historical Society
- Milton Chamber of Commerce
- Milton Ratepayers' Association
- Milton Rural Residents Association
- Milwood Woodend Ratepayers' Association
- Mississauga Board of Trade
- Mississauga Board of Trade Environmental Committee
- Mississauga Oakridge Ratepayers' Association
- Mississauga Sawmill Valley Drive Ratepayers' Association
- Nassagaweya Community Consultation Committee
- Nature Conservation of Canada – Ontario Chapter
- Nobleton Alert Residents Association Incorporated
- Nobleton Schomberg District Chamber of Commerce
- Northwest Brampton Landowners Group
- Norval Community Association
- Oak Ridges Moraine Foundation
- Oakville Chamber of Commerce
- Ontario Chamber of Commerce
- Ontario Cycling Association
- Ontario Federation of Agriculture
- Ontario Power Generation
- Ontario Professional Planners Institute
- Ontario Society for Environmental Management
- Ontario Trail Riders Association
- Ontario Trails Council
- Ontario Trucking Association
- Palgrave Ratepayers' Association
- Peel Environmental Network
- Peel Federation of Agriculture
- Peel Urban Development Institute
- Pine Grove Ratepayers' Association
- Pinewood Estates Ratepayers' Association
- Professional Engineers of Ontario
- Protect our Water and Natural Resources
- Protecting Escarpment Rural Land
- Purpleville Ratepayers' Association
- Puslinch Historical Society
- Puslinch Lake Conservation Association
- Residents Affected by Intermodal Lines
- Residents for Sustainable Development in Guelph
- Rimwood Estates Homeowners' Association
- Save our Ravines (Halton Hills)
- Save the Oak Ridges Moraine
- Sherwood Forrest Residents' Association
- Sonoma Heights Ratepayers' Association
- Speed River Land Trust
- Terra Cotta Community Centre
- The Brampton Board of Trade
- The Bruce Trail Association
- The Canadian Urban Institute
- The Hills of Headwaters Tourism Association
- The Humber Valley Heritage Trail Association
- The Oak Ridges Trail Association
- Toronto Bruce Trail Club
- Upper Credit Field Naturalists
- Valleywood Residents' Association
- Vaughan Chamber of Commerce
- Vaughanwood Estates Homeowners' Association
- Vaughanwood Ratepayers' Association
- Vellore Woods Ratepayers' Association
- Ward One (South) Residents Incorporated
- Wellington County Historical Society
- Wellington Federation of Agriculture
- Wellington Society for the Countryside
- West Woodbridge Homeowners' Association
- Whole Village
- Woodbridge Core Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- York Region Environmental Alliance
- York Urban Development Institute

APPENDIX B
RESPONSES TO AGENCY / MUNICIPAL
COMMENTS DURING THE PRE-
SUBMISSION REVIEW OF THE TOR

Part 1: Responses to Agency Comments
Part 2: Responses to Municipal Comments

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
Regulatory Agency Advisory Group – Meeting March 9, 2007			
1	Will the Preliminary Study Area limit the transportation solutions examined through the EA?	The Preliminary Study Area reflects the initial identification of an area expected to experience transportation challenges associated with urban growth. This area will likely be refined as the study progresses.	Examine the wording in the draft ToR to ensure there is flexibility in the identification of transportation solutions, i.e. as transportation demand is better understood in the area, the Preliminary Study Area will be adjusted to allow for the appropriate transportation solutions.
Ministry of the Environment Assessment and Approvals Branch – April 5, 2007			
1	The ToR is very long and would benefit by concentrating more on the details which will be studied in the EA. To that end it is recommended that most of the contextual information about the purpose of the EA study and the policy framework be included in the supporting documents and that the ToR includes the items identified in these comments. The proposed study area is a component which must be retained. The preliminary description of the existing environment within the study area could be shortened with a reference to the information in the supporting documents.	<p>The current draft ToR is approximately 54 pages. Given the scale of the study we do not feel that it is very long. One of the main objectives of a ToR is to outline the “purpose of the study”. We feel that much of the contextual information and policy framework is important for the reader to understand the “purpose of the study”. Therefore we do not feel it is appropriate to eliminate any of this or move it to a supporting document.</p> <p>We have similar feelings towards the overview of existing conditions and feel that the reader benefits from this being in the main document.</p>	Not applicable.
2	The ToR needs to include a preliminary list of the technical studies (e.g. noise assessment, surface and ground water assessment, etc) which will be undertaken for the EA for which the proponent is responsible for implementing. The ToR should also include a commitment that the EA will identify other studies, survey's, tests, mapping, etc).	The types of studies required to assess potential environmental effects are indicated by the proposed evaluation criteria identified in Table 6.2. Additional wording will be provided to clarify this.	Section 3 – last paragraph – add the following before the last sentence “Various technical studies will be undertaken to assess these potential environmental effects.”

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
			<p>Section 6.5.1 – last paragraph – add the following after ‘criteria shown in Table 6.2’ – “The necessary technical studies will be undertaken to assess the potential effects”.</p> <p>Section 6.6 – first paragraph – after 2nd sentence add. “The technical studies for the various components of the environmental will be undertaken to assess potential effects and develop detailed mitigation measures.”</p>
3	Consultation with affected agencies including any potentially affected aboriginal community is required for the preparation of the ToR as well as the development of the EA. Early contact is also recommended with the Ontario Native Affairs Secretariat, Crown Law Civil (litigation) and Indian and Northern Affairs about any aboriginal land claims or litigation.	Comment noted. MTO has been consulting with First Nations.	Not applicable.
4	As you are aware the federal and provincial governments have entered into the Canada-Ontario agreement to coordinate the EA processes for projects subject to both processes. The draft ToR and supporting documents includes appropriate references to coordination.	Comment noted.	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
5	The Record of Consultation required to be included with the submission of the ToR to this ministry should include the results of the consultation including an executive summary describing the consultation undertaken; the issues identified and how any issues were addressed. This information should be included in a separate supporting document. It is not necessary to include a consultation summary of the consultation that was done for the ToR in the ToR (Chapter 9). A summary paragraph or a couple of sentences to reference the record is sufficient.	Comment noted.	Chapter 9 will be a brief summary paragraph with reference to the Consultation Record Supporting Document.
6	It may be useful to provide a preliminary listing of the agencies and organizations which will be consulted in the supporting document for consultation for the EA, if appropriate.	Comment noted.	This will be included in the Consultation Record.
7	An EA must be consistent with the requirements of an approved ToR. It is noted that, in general, there is enough flexibility in the proposed ToR which would allow the proponent to address additional items which may be raised during the EA process.	Comment noted.	Not applicable.
8	Prior to final submission it is recommended that we discuss your proposed Government Review Team (GRT) and agency circulation list and timing and administration of the submission of documents and notice requirements.	Comment noted. This was completed in April 2007.	Not applicable.
9	Section 6.7, EA Report Preparation: The ToR needs to also include a statement that the EA shall also include an executive summary, reports and maps in accordance with the requirement of O. Regulation 334 under the EAA. In addition, the ToR should be revised to indicate that the ministry approves the undertaking (preferred undertaking) not the EA report.	Comment noted.	Section 6.7 – last sentence in first paragraph will be modified to read “executive summary, reports and maps in accordance with the requirements of Ontario Regulation 334 under the

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	While the supporting document lists some other approvals which may be likely, the ToR itself should provide a sentence that other approvals will be outlined in the EA.		OEAA". Third paragraph, first sentence will be modified to read " approval decision of the undertaking" Additional sentence will be added to the final paragraph to read "Other approval requirements will be outlined in the EA Report".
10	Table 6.1: Component for Social environment should be revised to read- Social/Economic Environment.	Comment noted. Change will be made.	Table 6.1 will be modified.
11	Section 7: More detail should be added to the compliance monitoring plan section. A commitment should be included in the ToR that the EA will demonstrate compliance with the ToR by providing a list of the ToR commitments and how they have been addressed in the EA. Annual monitoring reports should be a component of any compliance monitoring plan and should be referenced in the ToR. The monitoring plan will consider all phases of the proposed undertaking.	We propose to add a sentence to deal demonstrating compliance with the ToR. We feel that your other comments relating to the specific monitoring plan identified in the EA have been addressed in the existing text. Given that this same text has been recently approved by MOE on other MTO ToRs we do not feel that additional changes are warranted.	Section 7 – add the following sentence to the first paragraph. "In addition the EA Report will demonstrate how ToR commitments were addressed during the EA Study.
12	Section 9-Conceptual design: While the description of the undertaking (preferred undertaking) is unknown at this time, there should be a short section which states that the EA will define this. This should be included in the discussion on conceptual design and the title should read- 'Conceptual Design and Description of the Preferred Undertaking'. In the EA, the description of the preferred undertaking must include all the	Section 6.6 was intended to address this. To make this clearer the following changes are proposed	Change title of Section 6.6 from "Concept Design" to "The Undertaking – Concept Design" Replace first sentence with "Once a preferred alternative has been

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	components which the proponent is seeking approval for such as location, size, construction schedule and methods and commitments to future actions including mitigation and monitoring.		identified it will be developed to Concept Design level of detail in order to describe the Undertaking, assess the potential effects and develop specific mitigation measures."
13	Supporting Document B: The Evaluation Factors and Criteria included in Supporting Document B should be included as an Appendix to the ToR. As this information is prescriptive and focused on what is going to be studied in the EA, it is relevant to the approval and should be included. It is understood that these are preliminary and will further be developed as part the EA.	We have no objection to changing Supporting Document B to an Appendix. It was included as a Supporting Document as, in the past, MOE has advised us that this is more appropriate as a Supporting Document. This was a similar approach taken on other recently approved MTO ToRs. Our preference would be to keep this as a Supporting Document for consistency, but we will defer to MOE for direction.	Change made.
Toronto and Region Conservation Authority – April 25, 2007			
1	The evaluation criteria should be modified and refined to support a triple bottom line approach to evaluation. As such, staff recommend that the criteria for evaluation be reorganize as follows: <ol style="list-style-type: none"> 1. Natural Environment, including aquatic species and habitat, aquifers, ANSIs, ESAs, regulation limits, greenbelt, ORM, regional storm flood plains, stream corridors, terrestrial natural heritage system, valley corridors, watercourses and wetlands, 2. Social environment, including cultural environment such as archaeology and heritage resources 3. Economic environment including transportation and land use such as TRCA property. 	We acknowledge your suggestion to use a 'triple bottom line' approach in evaluation to ensure that the preferred undertaking assist in achieving sustainable growth in the Greater Golden Horseshoe (GGH). The GTA West Corridor Study is guided by the Provincial <i>Growth Plan for the Greater Golden Horseshoe</i> , which was developed to manage growth in the GGH in a sustainable manner. We believe that using a 'triple bottom line' is more useful and appropriate for broader plans (i.e. the Growth Plan, Official Plans, etc.), as opposed to individual projects or single components of broader plans that are developed to create a sustainable community. The reason for this is that specific projects often result in local effects to natural, social and economic features. However, if they assist in achieving the vision of the broader plan, which was designed to manage growth in a sustainable manner,	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>These environmental concerns are all located within the study area. They should be identified in the EA document in both text and on overlay map, as appropriate. Digital version of the mapping and data are available for purchase from TRCA.</p> <p>Staff recognize that a diverse transportation infrastructure system is a key component to developing sustainable cities. The triple bottom line approach recognized that while improvements to the economic environment, including transportation infrastructure preferred alternatives and criteria should also show improvements to the natural social/cultural environments. This approach to sustainable planning is accepted in many provincial and municipal jurisdictions as the new standard for assessing the feasibility of projects in the short and long term.</p>	<p>the overall effect of the specific project can be deemed to be 'sustainable'. As a component of the planning and environmental assessment process, we will be identifying potential mitigating measures that minimize impacts and plan for improvements to the natural, social and economic environment as opportunities arise. As part of the evaluation of alternatives we will be examining the ability of the various alternatives to achieve the sustainable vision for the Growth Plan.</p> <p>The EA will be conducted in accordance with the <i>Ontario Environmental Assessment Act</i>, which requires proponents to consider the advantages and disadvantages of the various alternatives and the undertaking itself to all the components of the environment. If the preferred alternative assists in achieving the visions of the <i>Growth Plan</i> and minimizes potential direct adverse environmental effects, it can be concluded that the project assists in achieving a sustainable vision for the GGH. Once a preferred alternative is selected, additional engineering and environmental work will be undertaken to further develop strategies to minimize effect and/or enhance environmental features.</p> <p>With regards to your suggestions for reorganizing the criteria for evaluation, I would like to offer the following explanation. The broad criteria identified in Table 5.1 were developed to assess functionally different transportation modes and networks. At this stage of the process, it is important to ensure that alternatives address the broader 'purpose of the study' and that is why additional criteria are shown for transportation, land use and economy. When evaluating Alternative Methods, the criteria outlined in Table 6.2 was</p>	

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>proposed with additional details provided in Supporting Document B. This grouping was proposed as it is consistent with the Ministry of Transportation's recently finalized Environmental Standards and Practices. These Environmental Standards and Practices (ESP) were developed in full consultation with all key Federal and Provincial environmental departments and ministries. The ESP documents are comprehensive and clearly explain what MTO must do to meet all environmental laws and include the various tools MTO can use to meet all these requirements. For this reason, we feel that using the MTO Environmental Standards and Practices is the only plausible approach. The MTO Environmental Standards and Practices documents can be accessed at the following website.</p> <p>http://www.mto.gov.on.ca/english/engineering/envirostandards/index.html</p>	
2	<p>From an environmental perspective, TRCA recommends that the preferred alternative meets the following criteria:</p> <p>Criteria 1: prevents the risk associated with flooding, erosion or slope instability; Criteria 2: protects and rehabilitates existing landforms, features and functions; Criteria 3: provides for aquatic, terrestrial, human access; Criteria 4: minimizes water/energy consumption and pollution; and, Criteria 5: addresses TRCA property and archaeological concerns:</p> <p>For your reference we are providing Appendix D: TRCA Environmental Concerns and EA Document</p>	<p>Regarding the five criteria you recommended for the preferred alternative, we will consider all of these factors in the evaluation process and all these factors are included in Table 6.2. As noted above, to meet the requirements of the <i>Ontario Environmental Assessment Act</i>, MTO must consider all components of the environment when selecting a preferred alternative, and cannot be limited to the five factors noted in your comments. We also recognize that it may not be possible to prevent, protect or avoid all adverse effects, but through the evaluation process MTO will select the alternatives that provide the best set of advantages when compared to disadvantages. Once a preferred alternative is selected, additional engineering and environmental work will be undertaken to further develop strategies to minimize effects or enhance environmental features.</p>	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	Requirements and Appendix E: Preliminary Technical Study Requirements. This information should be used in developing the alternatives, recognizing that additional studies may be identified as the EA progresses.	We have reviewed the Appendices provided by TRCA and are of the opinion that all the issues identified are included on Table 6.2 and Support Document B and will be considered during the study.	
3	Please be advised that in accordance with Authority policy, there is a minimum fee of \$5,000 for the TRCA review of "Other Agency" EAs. TRCA also charges a fee of \$100 per sheet of digital information. In total there are 95 sheets of data in the project area. In order to process your request for data and to facilitate staff participation in the EA review process, staff require payment of \$14,500.	<p>With respect to TRCA's notification regarding fees for reviewing "Other Agency" EAs MTO would like to advise that it is not our policy to pay another public agency for its involvement in an EA Process and therefore MTO expects TRCA will participate in the ministry's EA studies in the same manner as other regulatory agencies from the federal, provincial and local levels.</p> <p>Similarly with regards to fees for electronic data, we have noted that all other municipalities and Conservation Authorities have agreed to share their data with MTO for this project. The data collected at the initial stages of the study will come from existing Provincial databases as well as other local databases provided by local municipalities and other Conservation Authorities. Much of the detailed information from local Conservation Authorities will be primarily required at later stages of the study, when consideration of specific alternative transportation improvements are identified and assessed, and when the study area is more refined. If TRCA is not willing to share this data, we will again request it at a later stage in the study when the alternative improvements are better known and the area is more refined. However, we do hope that TRCA can participate in the same supporting role as other such agencies.</p>	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
Ministry of Culture (Archaeology Review Officer) – May 7, 2007			
1	Concerned about potential effects to undocumented archaeological resources and would like to ensure that all required archaeological work will be undertaken prior to any soil disturbance.	Comment noted. This work is committed to in the ToR	Not applicable.
2	Requested that definitions for “Areas of Archaeological Potential” and “Archaeological Site”.	The definitions outlined in their letter will be added to the Glossary.	Added “Areas of Archaeological Potential” and “Archaeological Site” to the Glossary.
3	Heritage issues should be addressed through Karla Barboza at the Ministry of Culture	Ms. Barboza is on the mailing list.	Not applicable.
Ministry of Public Infrastructure Renewal – May 10, 2007			
1	To eliminate any misinterpretation and misinformation of the Growth Plan, use exact wordings of the Growth Plan policies and terms throughout the study, where applicable. For example, use the correct names of the urban growth centres to eliminate any chance to wrongfully suggest that an urban growth centre includes the whole municipality (e.g. use Downtown Guelph, not Guelph; use Vaughan Corporate Centre, not Vaughan). Urban growth centres are usually downtowns or business improvement areas, whose boundaries are smaller than that of the whole municipality.	Comment noted. Changes will be made.	Change made
2	When using the schedules (maps) of the Growth Plan, show the full scale of the GGH and do not omit the legend and disclaimers on the bottom. That is because the schedules in the Growth Plan received their formal status as presented in the Growth Plan and are meant to be viewed in the GGH scale.	Comment noted. Changes will be made.	Change made.
3	On page 1, the 2nd paragraph (also page 9, the 1st and last paragraphs; page 10, the 4th bullet under “Growth Management and Land Use Planning”): Growth Plan was released in June 2006, not February	Comment noted. Changes will be made.	Change made.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
4	<p>On page 1, the 6th paragraph (also on page 3, 1st paragraph): Please use the proper names for the urban growth centres (e.g. Downtown Guelph is the urban growth centre, not the whole municipality):</p> <ul style="list-style-type: none"> Therefore, revise the following sentences to: "... Providing transportation linkages to these existing Built-up Areas and <i>Urban Growth Centres</i> is an important component to the success of the Plan. As identified in the <i>Growth Plan</i>, the existing <i>Built-up Areas</i> and <i>Urban Growth Centres</i> within the GTA West Corridor preliminary study area include Downtown Guelph, Georgetown, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. ..." 	Comment noted. Changes will be made.	Paragraph has been restructured to address this comment and other comments received.
5	On page 3, "Exhibit 1-2: Preliminary Study Area": Show the existing railway between Georgetown and Guelph	Comment noted. Changes will be made.	Change made.
6	On page 4, "Exhibit 1-3: Growth Plan": Do not omit the black box under the map that shows the title and disclaimer.	Comment noted. Changes will be made.	Change made.
7	On page 4, the last sentence: add "... with good access to inter-modal facilities, international gateways (e.g. airports, border crossings, etc.), and transit hubs."	Comment noted. Changes will be made.	Change made.
8	On page 20, the last paragraph: The meaning of "the region's largest and fastest growing urban centre" is not clear. If "the region" means York Region, then the statement is not true as Markham's population is higher than Vaughan's. If "the region" means the preliminary study area, then it should be revised accordingly to minimize the confusion.	Comment noted. Changes will be made.	On page 20, the last paragraph will be changed to read "the City of Vaughan is the one of the largest and fastest growing urban centre in the GTA West Corridor area."

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
9	On page 21, the 5th paragraph: Add a sentence stating that Brampton City Centre is a designated urban growth centre.	Comment noted. Changes will be made.	Change made.
10	On page 21, the 6th paragraph: Add a sentence stating that Mississauga City Centre is a designated urban growth centre.	Comment noted. Changes will be made.	Change made.
11	On page 21, the last paragraph: Add a sentence stating that Downtown Milton is a designated urban growth centre.	Comment noted. Changes will be made.	Change made.
12	On page 22, the 3rd paragraph: Add a sentence stating that Downtown Guelph is a designated urban growth centre.	Comment noted. Changes will be made.	Change made.
13	On pages 60 and 61, under "Glossary of Terms Used in the Terms of Reference": Please make sure that the definitions of the following terms are exactly same as the ones provided in the Growth Plan and/or Provincial Policy Statement: Greater Golden Horseshoe, Inter-modal Facility, and Transportation System.	Comment noted. Changes will be made.	Change made.
14	On page 77, "Rationale" column under 2.4.2 Agriculture: <ul style="list-style-type: none"> Add: "The Growth Plan Policy #4.2.2 – Prime Agriculture Areas, states that prime agricultural areas, including specialty crop areas, in GGH will be identified through sub area assessment, and where appropriate, additional policies for their protection will be developed." 	Comment noted. Changes will be made.	Change made.
15	On page 78, "Rationale" column under 2.4.4 Aggregate and Mineral Resources: <ul style="list-style-type: none"> Add: "The Growth Plan Policy #4.2.3 – Mineral Aggregate Resources, states that through sub-area assessment, the Ministries of Public Infrastructure Renewal and Natural 	Comment noted. Changes will be made.	Change made.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	Resources will work with municipalities and stakeholders to identify significant mineral aggregate resources for the GGH, and to develop a long-term strategy."		
16	On page 81, "Rationale" column under 4.1 System Capacity & Efficiency: <ul style="list-style-type: none"> Add the following sentence under the 1st bullet: "The Growth Plan policies envision a safe and efficient transportation system that will provide connectivity among transportation modes and offer a balance of transportation choices." 	Comment noted. Changes will be made.	Change made.
Canadian Pacific Railway – May 11, 2007			
1	I have reviewed your draft Terms of Reference. It is very comprehensive and I can't think of anything that is missing. I am pleased to see the multimodal approach to transportation problem solving. I notice that our east west mainline, the CP Galt Subdivision is within your study area. The CP Vaughan Intermodal and Milton Expressway Terminals are also within your study area.	Comment noted.	Not applicable.
Canadian National Railway – May 11, 2007			
1	Thank you for the email dated May 9, 2007 regarding the Class Environmental Assessment Study and Draft Terms of Reference for the above noted project. CNR has briefly reviewed the document and has no concerns or comments at this time. CNR requests to be consulted/advised if there will be any potential impacts to the railway. CNR does have interest in this project due to the existing railway line(s) within the study area.	Comment noted.	Not applicable.
Indian and Northern Affairs Canada – May 11, 2007			
1	As expressed in our initial comments, INAC recommended that the proponent identified and notified all potentially	Comment noted.	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>interested First Nations of the project. This is recommended because only the First Nations can determine whether or not they are interested in the project and the extent or the necessity of their further involvement.</p> <p>After reviewing the GTA West Corridor Terms of Reference, it has been noted that the proponent has a strategy in place to engage First Nations and we encourage the proponent to continue with their efforts. We have no additional comments at this time and I have attached a copy of our initial response for your reference.</p>		
Ministry of Municipal Affairs and Housing– May 14, 2007			
1	The document appears to make appropriate reference to applicable provincial plans and policies, ie. PPS, Greenbelt, Growth Plan, ORMCP, & the NEP. However, it is noted that page 9 of the terms of reference states that where there is a policy conflict, the most recent policy direction will apply. This should be revised to state that transition regulations, where applicable, will be provide the appropriate direction, and that generally the most restrictive/protective policy direction applies.	We feel that the existing wording is more appropriate as the intent of this statement is to reflect the most recent policy directions contained in various documents, some of which are policies/plans enacted by legislation, others are studies/recommendations. We feel that it is not appropriate for the ToR to provide a conflict resolution mechanism in a legal term, which is included in some relevant legislation such the <i>Places to Grow Act</i> .	Not applicable.
Grand River Conservation Authority – May 17, 2007			
1	GRCA staff have no objection to the scope and resource issues outlined in the Draft ToR and wish to be involved throughout the EA process for the GTA West Corridor.	Comment noted.	Not applicable.
Halton Region Conservation Authority – May 17, 2007			
1	It is critical that the GTA West Corridor Environmental Assessment process be consistent and compatible with the Niagara to GTA Environmental Assessment process.	The process proposed is similar to the NGTA process.	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
2	While the Province's Growth Plan for the Greater Golden Horseshoe provides policy directions that "identify and support a transport network that links urban growth centres through an extensive multi-modal system...", it also provides policy directions that "identify natural systems and prime agricultural areas, and enhance the conservation of these valuable resources" and that "support the protection and conservation of water, energy, air and cultural heritage...". The Growth Plan also recognizes the importance of creating "complete communities", reducing our dependence on the automobile, building transit supportive communities. The GTA West Corridor Environmental Assessment should have regard for all of the policy directions provided in the Growth Plan, not just the directions that support the creation of a new transportation system between urban growth centres.	<p>We recognize the <i>Growth Plan</i> policies regarding protection of natural systems, prime agricultural areas and the promotion of a culture of conservation. The GTA West Corridor EA ToR outlines a process and commitments that have regard for these policies. Specifically, Section 2.1 of the ToR identifies the policy framework, including the <i>Growth Plan</i> that will be used to guide the EA study process. Section 5.2 and Table 5.1 explains how land use and growth management policies will be considered in assessment and selection of "Alternatives to the Undertaking".</p> <p>The recognition of creating "complete communities", reducing dependence on the automobile, etc. is further demonstrated through our commitment to examine alternatives that maximize the existing infrastructure such as Travel Demand Management (TDM), Transportation System Management (TSM) and improvements to transit and other transportation modes, as outlined in Section 5.</p> <p>The Plan sets out population and employment control totals for regions and counties in the Greater Golden Horseshoe as well as density and intensification targets. The Travel Demand Forecasting for this study will incorporate these policy requirements in the Growth Plan. As such this study approach will reflect the Growth Plan directions to create compact urban centres, reduce our dependence on the automobile, build transit supportive communities.</p>	Not applicable.
3	Section 2.0 The Draft Terms of Reference (ToR) states that transportation problems and opportunities will be	The statement was added to ensure that current approved policies and planning objectives are used. MTO will default to approved policies and plans as	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	considered based on “the approved policies and planning objectives that are in place at that time.” (p. 9) While it is important to utilize the approved policies and planning objectives, staff recommends that, over the course of the Environmental Assessment Study, the study team have regard for amendments to and/or replacements of relevant policies and plans. Furthermore, the EA study should have regard for draft policies and plans. Draft, amended, or new policies and plans may be in conformity with the Growth Plan or the Provincial Policy Statements (PPS), whereas the previous documents may not be.	draft policies and plans have no formal status.	
4	Section 2.1 (p. 11) Staff questions whether the wording in the latter part of the above statement (i.e., “... by avoiding, or where unavoidable, appropriately mitigating effects”) accurately reflects the intent of the listed policies/plans. In addition, staff recommends that ‘natural hazards’ be considered under the theme of environmental planning, as this would help to ensure that the EA study is consistent with the PPS.	We feel that the wording is appropriate and reflects the intent of existing policies. The specific factors to be considered when evaluating alternatives are outlined on Table 5.1, 6.2 and Supporting Document B. We feel that all the resources identified in Section 2 and 3 of the PPS are captured by these criteria.	Not applicable
5	Section 2.2 (p. 12) Staff recommends that the EA study consider problems and opportunities, beyond a 30-year timeframe.	MTO can only make projections within the timelines identified in the Growth Plan. Therefore a 30 year timeframe will be used.	Not applicable
6	Section 2.3 (p. 15) <i>With regard to the statement that the EA study will need to have regard for municipal planning objectives:</i> How will the EA study consider conflicting planning and/or policy objectives of the various municipalities and/or provincial and federal agencies?	It is recognized that each alternative will have a unique set of advantages and disadvantages. Sections 5.2 and 6.5 of the ToR provide additional detail on how the selection of a preferred alternative will be documented to ensure that decision are comprehensible, systematic, and traceable.	Not applicable
7	Section 2.4 (p. 17) The Draft ToR states: “The challenge for the study is	Comment noted. The following changes will be made.	“The Growth Plan sets out policy directions to

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	to identify and support a transportation network that links urban growth centres through an integrated system...". Staff questions whether the wording in the above statement is appropriate. Staff suggests that the challenge for the study is to identify and assess the ways in which urban growth centres can be linked through an integrated system."		identify and support a transportation network that links urban growth centres through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to inter-modal facilities, airports and transit hubs."
8	The Draft ToR states: "The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions..." Staff questions whether the wording in the above statement is appropriate. Staff suggests that the purpose of the study should be to examine long-term transportation problems and opportunities to <u>assess</u> all alternative solutions.	We feel that the existing wording is appropriate. The range of alternatives proposed to be considered in included in Section 5.	Not applicable.
9	Section 3.0 a) Staff recommends that, in the listing of natural environmental features, the following features be included: species at risk, species of regional and local conservation concern, significant woodlands, significant valleylands, significant wildlife habitat, and fish habitat.	The draft ToR is intended to provide a brief overview of existing environmental conditions and outline preliminary secondary source research. Additional environmental investigations will occur during the subsequent EA and this additional research will be reflected in EA study documentation (including species at risk, species of regional and local conservation concern, significant woodlands, significant valleylands, significant wildlife habitat and fish habitat).	Not applicable.
10	b) The watersheds from west to east should be listed as follows: Grand River, Bronte Creek, Sixteen Mile, Credit Valley, etc. For consistency, we recommend that the conservation authorities be listed in the same	Comment noted. Changes will be made	The last two sentences of the 5 th paragraph on page 20 will be reworded as follows.

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#	COMMENT	RESPONSE	CHANGE TO ToR
	manner (i.e. west to east), and that all subsequent information be presented in the same manner (i.e. address municipalities west to east).		"The Preliminary Study Area crosses portions of the following major watersheds from west to east: Grand River, Bronte Creek, Sixteen Mile Creek, Credit Valley, Etobicoke Creek, Mimico Creek, and Humber River Watershed. The Preliminary Study Area is within the jurisdiction of four Conservation Authorities: Grand River (GRCA), Conservation Halton (CH), Credit Valley (CVC), and Toronto and Region (TRCA).
11	Section 5.0 The Draft ToR notes that Alternatives to the Undertaking in the EA Study will consider among other things, Travel Demand Management. It is not apparent in the Draft ToR how Travel Demand Management will be evaluated as an alternative. Staff anticipates that considerations might include increases to employment density, creation and/or retrofitting of more mixed-use neighbourhoods, increased support for local agriculture and facilitation of telecommuting. What impacts will the rising cost of gas and the implications of peak oil production have on future travel demand?	Travel Demand Management will be considered however it will not include the re-examination of land use densities and development patterns as these are set by the Growth Plan and the various Municipal Official Plans. The travel demand analysis will include the consideration 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.	Not applicable.
12	Section 5.2 (p. 31) The Draft ToR notes that when comparing the advantages and disadvantages and developing a	The statement was added to ensure that current approved policies and planning objectives are used. MTO will default to approved policies and plans as	Not applicable.

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	<p>rationale for the preferred alternative, the Project Team will consider government legislation, and guidelines, and municipal policy (e.g. approved Official Plans).</p> <p>While it is important to utilize the approved policies and planning objectives, staff recommends that, over the course of the Environmental Assessment Study, the study team have regard for amendments to and/or replacements of relevant policies and plans. Furthermore, the EA study should have regard for draft policies and plans. Draft, amended, or new policies and plans may be in conformity with the Growth Plan or the Provincial Policy Statements (PPS), whereas the previous documents may not be.</p>	draft policies and plans have no formal status.	
13	<p>Table 5.1</p> <p>a) For consistency, staff recommends that the factors match those listed in Table 6.2. Resultantly, the factors would include: Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation.</p>	Specific indicators and measures for the environment will be developed as the study progresses. It is anticipated that the evaluation of alternatives to the undertaking will focus more on how the alternatives address the purpose of the study. As such transportation, land use and economy were broken out into major factor areas.	Not applicable.
	<p>b) Staff questions how the criteria and each criterion will be evaluated. How will “the degree to which...” be calculated (e.g. a sliding scale? High, medium, low rating system? What would be considered high vs. low?)? Will the factors be assessed quantitatively and/or qualitatively? Staff suggests that instead of assessing “the degree to which”, the study should assess “the ways in which the proposed transportation system...”.</p>	Specific indicators and measures will be developed as the study progresses. Some may be quantitative and others may be qualitative. The rationale for the criteria and assessment of effects will be clearly documented in the EA. MTO feels that “the degree to which...” is appropriate terminology.	Not applicable.
	<p>c) Staff believes that the wording of each criterion is not consistent. It may be better to change the wording of each criterion to</p>	We do recognize that effects can be either positive or negative and this will be clearly documented in the assessment.	Not applicable.

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	<p>indicate how the proposed transportation system “effects” each listed item/feature. “Effects” can refer to positive or negative impacts. For example, “the degree to which the proposed transportation system modification improves system capacity and efficiency...” could be changed to “the ways in which the proposed transportation system modification effects system capacity and efficiency...”.</p> <p>d) Staff recommends that the study consider how the proposed transportation system is <u>consistent</u> with PPS, federal, provincial and municipal policies, plans, etc.</p>		
14	<p>Section 5.2 (p. 33) Staff notes that, if the preferred alternative to the undertaking is a combination of solutions, then all relevant proponents would be encouraged to continue forward in a coordinated manner.</p>	Comment noted.	Not applicable.
15	<p>Section 6.0 In this section MTO is listed as the proponent. Throughout the remaining sections of the Draft ToR (Section 6.0, 7.0, 8.0) the MTO is referred to as “the proponent”. Although the Draft ToR does note that this may not be the case, and that it is based on the results yielded from the identification of the preferred alternative, it may be best to state “the proponent” in subsequent sections.</p>	The work outlined in Section 6.0 would only occur if one component of the preferred “alternative to the undertaking” was an MTO project that would require an IEA (as opposed to a Class EA). If a project(s) was recommended that was outside MTO jurisdiction it would be referred to the appropriate agency for further review and action.	Not applicable.
16	<p>Section 6.1 (p. 35) How will the Preliminary Study Area be refined (e.g. constraint mapping exercises)? Will members of the public have an opportunity to comment and provide input to the study area refinement exercises?</p>	The PSA will be refined based on the results of data collection (e.g. constraints mapping) and the results of the transportation analysis. The public will have an opportunity to review and comment (See Chapter 8)	Not applicable.

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17	<u>Section 6.3 (p. 37)</u> With regard to impacts on natural systems being avoided, and where this is not possible, minimized, Staff recommends that the compensation be required for any residual impacts that cannot be avoided (first preference) or mitigated (second preference).	Section 6.3 is intended to outline how alternatives will be generated. Mitigation and compensation will be considered in the evaluation of alternatives (Section 6.5) and the development of the preferred alternative (Section 6.6)	Not applicable.
18	<u>Table 6.1 (p. 37)</u> This Table lists various features/considerations for each component. It would seem appropriate to list features/considerations in the same manner as it is laid out in the PPS (i.e. significant ANSIs, wetlands, valleylands, woodlands, etc.). Further, staff questions why natural hazard features are not considered in the list of features/considerations.	Table 6.1 outlines major features to be considered during the generation of alternatives. We feel that this provides enough flexibility to address PPS issues. As noted on page 38 specific guiding principles will be developed during the EA in consultation with stakeholders.	Not applicable
19	<u>Section 6.5</u> a) Will stakeholders have an opportunity to comment on the Reasoned Argument evaluation component? (pg. 39)	The public will have an opportunity to review and comment on the evaluation (See Chapter 8).	Not applicable.
20	b) Will stakeholders have an opportunity to comment on the results of this arithmetic evaluation? Will the process for assigning numerical values be transparent? What sort of weighting system will be utilized? (i.e. will all factors receive an equal weight? Do transportation factors receive higher value/weighting than woodlands)? How will the process ensure that stakeholder biases will not influence the outcome of the evaluation? (p. 39)	Stakeholders will have an opportunity to review and comment on the evaluation (See Chapter 8). It should be noted that the Arithmetic Method will be used verify the results of the Reasoned Argument Method. As noted in Section 6.5, a number of weighting scenarios could be developed. All of these weighting scenarios will be clearly documented to be transparent.	Not applicable.
21	c) W.r.t the statement “a numerical approach is a good sensitivity analysis tool to determine if the conclusions of reasoned argument are valid and appropriate” (p. 39) please remember that numerical evaluations do not ensure that the results are free from bias.	Comment noted.	Not applicable.
22	d) Will stakeholders have an opportunity to	The public will have an opportunity to review and	Not applicable.

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	comment on the results of the evaluation (of the relative significance of environmental effects that will lead to a clear rationale for the selection of a preferred alternative)?	comment on the evaluation (See Chapter 8).	
23	e) W.r.t the statement (p. 40) "weighting scenarios can be developed in consultation with the public, regulatory agencies", staff notes that the wording of this sentence should be changed to: "Weighting scenarios will be developed..."	Comment noted. Change will be made.	1 st paragraph on page 40 will be changed to read "Weighting scenarios will be developed....."
24	f) W.r.t the statement (p. 41) "effects will be quantified according to the list of criteria in Table 6.2", how will this information be quantified?	Comment noted. Additional text will be added to Section 6.5.1 to provide clarity.	The following will be added to the last paragraph in Section 6.5.1. Specific measures will be developed during the EA study. As such, all stakeholders (i.e. interested parties, agencies and municipalities) will be provided the opportunity to review and provide comments on the factors, criteria and measured used to identify a preferred Alternative Method."
25	<u>Section 6.2 (p. 42-43)</u> a) W.r.t. Table 6.2, it appears as though this Table is incorrectly titled, as it lists the evaluation factors and criteria but not the indicators. Supporting Document B appears to list the indicators.	Comment noted. Title will be changed.	Title will be changed to "Summary of Evaluation Factors and Sub-Factors".

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26	b) It would seem appropriate to list features/considerations in the same manner as it is presented in the PPS (i.e. natural heritage features and natural hazards).	This grouping was proposed as it is consistent with the Ministry of Transportation's recently finalized Environmental Standards and Practices. These Environmental Standards and Practices (ESP) were developed in full consultation with all key Federal and Provincial environmental departments and ministries. The ESP documents are comprehensive and clearly explain what MTO must do to meet all environmental laws and include the various tools MTO can use to meet all these requirements. For this reason, we feel that using the MTO Environmental Standards and Practices is the only plausible approach. The MTO Environmental Standards and Practices documents can be accessed at the following website. http://www.mto.gov.on.ca/english/engineering/envirostandards/index.html	Not applicable.
27	c) Fish and Aquatic Habitat and Fish and Aquatic Community should be substituted for 1.1.1. Fish Habitat and 1.1.2 Fish Community	The evaluation factors and language used in the Evaluation Criteria are consistent with the MTO Environmental Reference for Design and MTO Environmental Standards and Practices which were developed in full consultation with all key Federal and Provincial environmental departments. We therefore feel that it appropriate to use this language. Fish Habitat and Fish Community will include consideration of Fish and Aquatic Habitat and Community during the evaluation process.	Not applicable.
28	d) W.r.t. Factor 1.2 "Terrestrial Ecosystems", Landscape connectivity and natural heritage systems should be included as sub-factors. Innovative approaches to maintaining population connectivity (e.g. via eco-passages) should be explored as mitigation opportunities for any improvements to existing transportation corridors or development of new facilities.	Factor 1.2.1 will be revised to read "Wildlife Habitat". Supporting Document B expands on this sub-factor and includes connectivity.	Change Factor 1.2.1 to read "Wildlife Habitat".

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29	e) Edit Sub-factor 1.3.1 to read: Groundwater Recharge or Discharge	Factor 1.3.1 will be revised to read “Areas of Groundwater recharge or discharge”	Change factor 1.3.1 to read “Areas of Groundwater Recharge or Discharge”
30	f) W.r.t. Factor 1.5: Air Quality, it would be appropriate to include “Climate Change” as a subfactor.	Sub factor 1.5.1 includes Greenhouse Gases. Therefore we feel that this is already addressed. It should be noted that Air Quality assessment will be undertaken in accordance with a protocol that MTO is developing in consultation with MOE, Environment Canada and Health Canada. This will also include a ‘burden analysis’ at the ‘alternatives to’ stage.	Not applicable
31	g) W.r.t Factor 2.1: Land Use Planning Policies, Goals and Objectives, it would be appropriate to list “Conservation Authorities’ policies and objectives” as a sub-factor. Conservation Authorities often have land use planning policies related to natural heritage protection.	Conservation authority’s policies on natural heritage protection will be given consideration in several factors listed under “Natural Environment” – as noted in the Data Source column of Supporting Document B.	Not applicable.
32	h) W.r.t Factor 2.2: Land Use – Community, it would be appropriate to list “Natural Areas Designations” as a subfactor. i) W.r.t Factor 2.2: Land Use – Resources, it would be appropriate to list “Conservation lands” as a sub-factor.	This is covered of in Factor 1.2 and would be repetitive and double counting if included here.	Not applicable
33	Staff also recommends that Table 6.2 include an assessment of cumulative natural environmental impacts.	This is not required by the <i>Ontario Environmental Assessment Act</i> .	Not applicable.
34	Staff notes that the report generally does not discuss Storm Water Management (SWM). SWM should be discussed and considered throughout the decision process. Thermal mitigation and groundwater infiltration capabilities of the underlying physiography should be examined and considered.	We feel that this is addressed through Factors 1.3 and 1.4. Additional detail is provided in Supporting Document B. Once a preferred alternative has been selected additional engineering and environmental work will be undertaken as part of concept design to develop a specific stormwater management and groundwater protection plan.	Not applicable.

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35	<p><u>Section 7.1 (p. 45)</u> If the MTO becomes the proponent, it should be noted that MTO is exempt from most permit and regulatory approval requirements. As such, staff recommends that the proponent independently prepare and implement an appropriate monitoring program in consultation with the Technical Steering Committee (<i>assuming they mean Regulatory Agency Advisory Group here</i>).</p>	Comment noted. Additional text will be added.	<p>The last sentence in Section 7 will be modified to read.</p> <p>“All monitoring will be consistent with MTO requirements and developed in consultation with the Regulatory Agency Advisory Group”.</p>
36	<p><u>Section 8.1 (p. 47)</u> Public consultation/presentations does not constitute “true” public participation. As such, it is important to be creative and to consider various approaches to engage members of the public in the EA study process, including conducting focus groups and interviews.</p>	Various forms of consultation will take place throughout the different study steps. Consultation activities may not necessarily be limited to that described in this section.	<p>The last sentence on the 2nd paragraph of Section 8.1 will be modified to read.</p> <p>“Various consultation tools and approaches (including meetings, presentations, workshops, focus groups and interviews) will be utilized to identify and discuss study issues raised by stakeholders”.</p>
37	<p><u>Section 8.2 (p. 49)</u> The Milton Champion should be added to the list of newspapers. There may also be a quarterly newspaper in the Township of Puslinch.</p>	The Milton (Canadian) Champion is already included in the list of newspapers. When placing newspaper ads we will review the opportunity to use the Puslinch Pioneer if its publishing dates are consistent with timing.	Change the Canadian Champion to the Milton Canadian Champion.
38	<p><u>Section 8.3 (p. 50)</u> Conservation authorities should be listed in addition to noting provincial ministries, agencies and federal departments will be consulted in the EA process.</p>	Comment noted. Changes will be made.	Second paragraph in Section 8.3 will be modified to read “provincial ministries, agencies, federal department and conservation authorities.”

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25	<u>Supporting Documents</u> p. 58 Staff notes that PSW usually means Provincially Significant Wetland.	Comment noted. Change will be made.	Changes made.
26	p. 61 In order to be consistent with the PPS's definition of "wildlife habitat" staff recommends that the following be added to the definition in the ToR: "Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species".	Comment noted. Change will be made.	Wildlife habitat definition will be modified as suggested.
27	Supporting Document B a) Factor 1.1 i. Aquatic habitat should also be included as part of sub-factor 1.1.1 and 1.1.2.	The evaluation factors and language used in the Evaluation Criteria are consistent with the MTO Environmental Reference for Design and MTO Environmental Standards and Practices which were developed in full consultation with all key Federal and Provincial environmental departments. We therefore feel that it appropriate to use this language. Fish Habitat and Fish Community will include consideration of Fish and Aquatic Habitat and Community during the evaluation process.	Not applicable.
28	ii. Terminology under "Criteria" should be reflective of the Fisheries Act in terms of "harmful alteration, disruption or destruction" of fish habitat. Groundwater inputs to the creeks should also be examined in the context of fish habitat.	The evaluation factors and language used in the Evaluation Criteria are consistent with the MTO Environmental Reference for Design and MTO Environmental Standards and Practices which were developed in full consultation with all key Federal and Provincial environmental departments. We therefore feel that it appropriate to use this language. Terminology from the Fisheries Act will be used in documentation of evaluation process if a HADD is created and the Act will be referred to as noted under "Rationale".	Not applicable.

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29	iii. Data sources should also include First Nations. Watershed and Subwatershed Studies, conservation authorities' Fish Habitat Management Studies, conservation authorities' fisheries records, Natural Heritage Information Centre database and Species at Risk Recovery Plans.	SAR Recovery Plans are listed under Factor 1.2. Watershed and Subwatershed Studies will be added to Data Sources in 1.4. Agree with other comments.	Under Data Source in Factor 1.1 – add “First Nations, Conservation Authority fish records and NHIC data base”
30	b) Factor 1.2 i. Data sources should also include Official Plans, Watershed and Subwatershed Studies, and Local naturalists' clubs.	Official Plans are covered off in Sub-factor 2.1.3. Watershed and Subwatershed Studies will be added to Data Sources in 1.4 and Local naturalists' clubs will be added to Factor 1.2	Under Data Source in Factor 1.4 – add “Watershed and Subwatershed Studies. Under Data Source in Factor 1.2 - add “Local naturalists' clubs”
31	ii. The provincial Endangered Species Act should be referenced in both the Wildlife and Vegetation sections.	Comment noted – reference will be added.	Add “Certain species of fish, wildlife and plants are also protected by the Endangered Species Act” to 1.2.1 in Rationale
32	c) Sub-factor 1.2.1 i. Significant wildlife habitat should be mentioned explicitly to correspond with the PPS.	Comment noted – no change necessary.	Not applicable
33	ii. Species that are rare or uncommon in Halton Region also merit consideration (similar TRCA's species of concern). These rankings are available in the Halton Natural Areas Inventory.	Comment noted – no change necessary.	Not applicable
34	d) Sub-factor 1.2.2 i. Staff notes that, under the “Rationale” column, wetlands south of the Canadian Shield should also be referred to. “Rationale” should also refer to the PPS adjacent lands policies (please note: this is true for all subsequent sub-factors).	Comment noted – text will be revised.	A reference to wetlands south of Canadian Shield and a reference to PPS adjacent lands policy will be added under Rationale in 1.2.3 Wetlands.

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35	ii. Data sources should also refer to Conservation Authority "regulatory mapping".	Comment noted. CA mapping will be obtained as appropriate during study.	Add CA regulatory mapping (if available) to Data Sources in Sub-factor 1.2.3 and 1.4.1
36	e) Sub-factor 1.2.3 Staff recommends renaming this sub-factor to "Woodlands" rather than "Forests", to reflect current terminology. Having a designation of "significant" should not be the only criteria for including features. For example, a number of woodlands are designated as "candidate significant woodlands" in the Region of Halton, but they are not currently designated as "significant". However, this designation will not change until the Region's Official Plan changes. Staff questions why valleylands have been included within the criteria for forests? Data source should include Watershed and Subwatershed Studies.	Agree – Forests will be changed to Woodlands. "Candidate significant woodlands" will be considered – the word significant is not limited to a designation in this case. Valleyland woodlands and vegetation like other woodlands and vegetation will be specifically considered in the context of the habitat and corridor functions that they provide for both flora and fauna. We note that while there is potential for overlap with wildlife corridor functions in criterion 1.2.1/wildlife, wildlife movement corridors include other features than just valleylands. Watershed and Subwatershed studies are listed as Data source in Factor 1.4	Change 1.2.4 to "Woodlands and other vegetation"
37	f) Sub-factor 1.2.4 i. Staff questions why there is not a "rationale" under the vegetation heading?	Vegetation has been combined with Woodlands (formerly Forests)	Not applicable.
38	g) Sub-factor 1.2.5 i. Natural Heritage sub-factors are missing Valleylands and Areas of Natural and Scientific Interest.	ANSIs are included in 1.2.5 Valleylands are covered off in other factors (i.e., wildlife, woodlands, etc.) . Sub-factor 1.2.5 is intended to capture designated natural areas	Not applicable
39	h) Sub-factor 1.3.1 i. Data sources should also include Source Water Protection Teams.	Comment noted – text will be revised	Add "Source Water Protection Teams" to data sources under 1.3.1 Groundwater
40	ii. Groundwater inputs to the creeks should also be examined in the context of fish habitat.	Fish habitat assessment will include consideration of groundwater as it relates to fish habitat and community.	Not applicable

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41	i) Sub-factor 1.4.1 i. Data sources should also include Watershed and Subwatershed Studies.	Comment noted – text will be revised	Add “Watershed and Subwatershed Studies” to data sources under 1.4
42	j) General i. Staff notes that natural hazards be included as a factor (e.g. dynamic beaches, valleylands, flood plain, etc.).	Natural hazard lands are typically identified in municipal land use plans and are included in Sub-factor 2.1.3. As environmental features, floodplains are covered in Factor 1.4 Surface Water and valleylands are covered in Factor 1.2 Terrestrial Ecosystems	Not applicable.
43	ii. Staff notes that the “Rationale” for all factors focuses on the PPS. However, a portion of the study area is within the Greenbelt Plan and Niagara Escarpment Plan Area and, as such, there should be discussion about the appropriate policies and objectives for natural heritage and natural hazard protection in these documents.	The Greenbelt Plan and Niagara Escarpment Plan Area will be considered throughout study and are named in Factor 1.2.5	Not applicable
44	iii. Staff notes that, throughout the table, it is stated that the assessment should “have regard for” various PPS objectives. In order to reflect language in the most recent PPS (2005), references in the table should be re-worded to state that the assessment will “be consistent with” PPS policies. In addition, the table should be updated to read that development “shall not be permitted... unless it can be demonstrated...” to reflect changes in the 2005 version of the PPS.	It should be noted that the term development in the PPS does not relate to infrastructure. “ Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include: a) activities that create or maintain infrastructure authorized under an environmental assessment process;.....” Therefore we do not think these changes are appropriate.	Not applicable
45	iv. The “Natural Heritage Training Manual” is referred to throughout the table as a data source. This manual was replaced by the “Natural Heritage Reference Manual” in 1999. The latter document is currently under revision	Comment noted – text will be revised	Replace “Natural Heritage Training Manual” with “Natural Heritage Reference Manual”

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	to reflect changes in the 2005 version of the PPS, and as such, the table should be updated accordingly to the most current standard.		
46	v. Landscape connectivity/ natural heritage systems should be addressed as a standalone factor (rather than criteria under the sub-factor 1.2.1 to reflect the systems-based emphasis of the 2005 PPS).	Landscape connectivity will be addressed in accordance with MTO's Environmental Reference for Design under 2.7 Landscape Composition. Natural heritage systems will be considered under several Sub- factors including 1.2.1 Wildlife Habitat, 1.2.3 Wetlands and 1.2.4 Woodlands and other vegetation	Not applicable.
Niagara Escarpment Commission – May 18, 2007			
1	<p>The Niagara Escarpment Commission at its meeting of May 17, 2007, resolved to advise the Ministry of Transportation, that it finds the general approach to the Terms of Reference open and flexible and are encouraged by this. However, there are several areas where clarity and modifications are recommended.</p> <p>Recommendation 1 New crossings of the Niagara Escarpment should be included as one of the criteria for evaluation of alternatives (Table 5-1) and for assessing alternative methods (Table 6-1 and 6-2).</p>	<p>With regards to Table 5-1, specific indicators and measures will be developed in consultation with stakeholders during the EA Study. A measure to identify new crossings of the escarpment can be included when developed during the EA .</p> <p>Table 6-1 is to assist in the generation of alternative methods, not the assessment. Table 6-2 includes sub-factor 1.2.5 which will be modified to read "Designated/Special/Natural Areas". As noted in Supporting Document B, this is intended to include the Niagara Escarpment. Specific indicators and measures in consultation with stakeholders during the EA Study. Supporting Document B will be modified to make reference to the Niagara Escarpment more explicit.</p>	The criteria section of sub-factor 1.2.6 will be modified to read "[...]such as the Niagara Escarpment, world biosphere reserves, heritage rivers[...]"
2	<p>Recommendation 2</p> <p>a) The study area should be better rationalized. For example, the ToR indicates that the Study Area commences at Guelph, yet it states that the EA is intended to address the Guelph-Kitchener/Waterloo/Cambridge triangle identified as a Growth Center in the Growth Plan. It is recommended that the study area include the</p>	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing	New paragraphs in the ToR re "transportation system analysis re Areas of Influence"

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	Kitchener/Waterloo/Cambridge triangle.	<p>the Purpose of the Study.</p> <p>The following reasons are provided as to why the Kitchener/Waterloo area is not included in the GTA West Preliminary Study Area,</p> <ul style="list-style-type: none"> • The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K/W. The EA has been approved by MOE. • The identification of the Preliminary Study Area is consistent with the Growth Plan directions with respect to the GTA West Corridor (Schedule 6) 	
3	b) The Study Area should overlap with those of the other EAs being undertaking in the Greater Golden Horseshoe (e.g., Niagara to GTA, Halton Peel Boundary Area Transportation, etc.) to ensure an integrated and coordinated approach to long-term transportation infrastructure solution.	<p>The study area of each project reflects the respective study purposes that are distinct and separate, and are intended to address different sets of transportation problems and opportunities. However, we agree with you that they all need to be coordinated. To that end, MTO is participating in the Halton Peel Boundary Area Transportation Study to share information and coordinate the municipal study with the GTA West EA Study.</p> <p>There also will be a high level of coordination between the GTA West and Niagara to GTA EA studies, for example:</p> <ul style="list-style-type: none"> • Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; • Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; • The GTA West study process allows the incorporation of any particular alternative 	Not applicable.

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		<p>considered in the Niagara GTA EA, and vice versa;</p> <ul style="list-style-type: none"> Both studies are managed by the same MTO office and same consultant consortium. 	
4	<p>Recommendation 3</p> <p>The terms of reference should specifically indicate that this study will be conducted in an integrated and coordinated manner with other transportation infrastructure Environmental Assessments in Southern Ontario, including the EAs for Niagara to GTA, the 407 east, etc. as well as the work of the Greater Toronto Transportation Authority, and the Southern Ontario Gateway Council.</p> <p>There is a need for a coordinated and integrated approach to all the infrastructure plans in southern Ontario to ensure that future infrastructure (public and private) planning and implementation is coordinated to meet the problems and the long-term vision for southern Ontario.</p>	<p>As indicated above, we agree with you that the EA study should be conducted in a coordinated manner and by taking a system-wide approach.</p> <p>A new section will be added in the ToR regarding Transportation System Analysis that will take into consideration the areas of influence related to other linkages, gateways, etc.</p> <p>With respect to the work of the Greater Toronto Transportation Authority (GTAA), the Authority is mandated to develop a transportation plan for the GTA and Hamilton. The GTTA legislation requires the GTTA transportation plan to conform to the Growth Plan. Given the GTA West Transportation Corridor is identified as a future transportation corridor in the Growth Plan, the ministry will work closely with the GTTA to ensure that all relevant information and findings from the GTA-West Corridor Study is considered in development of the GTTA Transportation Plan.</p>	<p>New paragraphs in the ToR re “transportation system analysis re Areas of Influence”</p>
5	<p>Recommendation 4</p> <p>That the last sentence of paragraph 6 be refined as follows:</p> <p>The EA process will identify and validate the transportation problems and opportunities and evaluate a variety of alternatives to address the identified problems and opportunities.</p>	<p>Comment noted, we feel that validate is appropriate but will add the remaining suggested wording.</p>	<p>The last sentence of the 6th paragraph of page 1 will be modified to read:</p> <p>“The EA process will identify and validate the transportation problems and opportunities and evaluate a variety of</p>

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			alternatives to address the identified problems and opportunities.”
6	Recommendation 5 The ToR should indicate that the evaluation of problems and opportunities will not simply be based on the typical forecast approach but instead should be based upon a visionary approach that plans for a transportation infrastructure to accommodate the form and function of growth to 2030 as proposed through the Growth Plan (e.g., complete communities where there is emphasis on less commuting between urban centers, takes into account the peak oil scenario and anticipates cost of fuel, climate change, among other things).	The policies in the Growth Plan provide a framework for coordinating land use and transportation infrastructure planning. The Growth Plan, which includes intensification and density targets, along with other land use policies, serves as the Province’s Vision for future growth to 2031. The travel demand forecasting in the GTA West EA (as well as in the Niagara to GTA EA) will incorporate the intent of Growth Plan including land use policy targets.	Not applicable.
7	Recommendation 6 a) The terms of reference should indicate that the province will consider incentives to encourage implementation of other modes of transportation infrastructure that may be identified as the preferred alternative not within the jurisdiction of MTO.	We believe the consideration of incentives to encourage implementation of other modes that are not within the jurisdiction of MTO should be addressed in the Stage 1 of the EA once the transportation problems and opportunities (including the roles, capabilities, as well as implementation barriers of other modes) are fully assessed and quantified with input from various transportation service providers.	Not applicable.
8	b) Exhibit 4-1a) and 4-1b) appear too simplified and do not address the full scope of Stages 1 and 2 or the possibility that alternatives outside the jurisdiction of MTO may be identified to address the identified problem. The possibility for referral to other jurisdictions for implementation of the preferred alternative or method should also be included on Exhibit 4-1a) and 4-1 b). (See Figures 2 & 3)	We are confident the steps identified on the Exhibits reflect the stages of the planning process. It should be noted that Stage 2 would only proceed if a project requiring an IEA by MTO is identified. MTO projects that do not require an IEA would follow the MTO Class EA process. Pages 32 and 33 clearly note the referral process.	Not applicable.

Response to Agency Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
9	Recommendation 7 a) That the Description and Statement of Rationale for the Alternatives section more clearly define the steps to be taken in Stage 1 including the needs analysis, the identification of the problems and opportunities and refine the study area as the first and fundamental steps in the process.	We feel that the steps outlined on Exhibit 4.1(a) when read in combination with the text outline in Chapters 4 and 5 accurately reflect the process.	Not applicable.
10	b) That the flow diagram under Figure 2 (Exhibit 4-1a) be refined to reflect the following: (i) that the EA process is not to “confirm” but to “identify” the problems and opportunities; and (ii) that alternatives are being identified to address the identified problem and not simply screened against the undertaking . It should be clear that the undertaking has not been identified. The following rewording is suggested: Confirm — Identify Problems and Opportunities and determine the Screen —Long List of alternatives to the undertaking address the identified problems and opportunities .	As noted in the text of Section 5.1 we are proposing to screen the long list of alternatives based on their ability meaningful address transportation problems and opportunities prior to undertaking a more detailed assessment and evaluation. The reason is that it is anticipated that a large number of alternatives will be suggested. The screening provides a traceable process to eliminate alternatives that do not meaningful address the purpose of the study and therefore are not considered reasonable.	Modify the first step on Exhibit 4.1(a) to read “Identify Problems and Opportunities and Screen the Long List of Alternatives to the Undertaking based on their ability to address the identified problems and opportunities”.
11	c) The reference to “alternatives to the undertaking” throughout this Section and Section 5 is misplaced as an undertaking has yet to be identified to address the problems/opportunities.	We recognize that, however these are the terms noted in the OEAA and there we used them to be consistent. Text on Page 2 (paragraph below Exhibit 1-1) and Page 29 is intended to explain this.	Not applicable.
12	Recommendation 8 Assessment and Evaluation of Alternatives Stage 1 a) The term alternatives “to the undertaking”	See above response.	Not applicable.

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	should be revised throughout to “alternatives to address the identified problems and opportunities.” This would more accurately reflect the statement that “the undertaking is not fully identified until the end of the process.”		
13	b) Reference to refining the Study Area should be included early in this section.	Agreed.	Add paragraph after the 1 st paragraph in Section 5.0 “Once the transportation problems and opportunities have been clearly identified, the Preliminary Study Area will be reviewed and modified if required to better address the problems and opportunities.”
14	c) That the generation and evaluation of alternatives during Stage 1 should be more comprehensive and include a criterion that requires that the preferred alternatives meet the long-term vision for the transportation infrastructure. A specific reference to the need to address the long-term transportation vision should be included under Table 5.1 (Proposed Factors and Criteria for Assessing Alternatives to the Undertaking).	We feel that the generation of alternatives to is explained in Section 5.0. Table 5.1 includes the appropriate criteria to assess the transportation issues (under the transportation factor) and the long term planning vision (under the land use factor).	Not applicable.
15	d) The criteria should include the short and long-term economic implications of each alternatives and not simply whether the proposed alternative supports manufacturing, trade, tourism or agriculture.	The Economic Factor identified in Table 5.1 is intended to include both short and long-term economic implications.	Not applicable.

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16	<p>e) That the criteria for evaluation of alternatives should undertake a comprehensive cost/benefit analysis of how each alternative could address the problem based upon a specific economic allocation that would be applied to a new highway alternative within the jurisdiction of MTO.</p> <p>For example, if a new highway were to cost x billion dollars to build and maintain over the course of the next 50 years, what would the comparative cost be of implementing other identified alternatives (s) (both within and outside the jurisdiction of MTO) if the same or even less money was allocated to these other alternatives.</p> <p>In addition, the analysis should address not only the overall economic cost/benefit of each alternative but also the social and environmental impacts/benefits, over the same time period.</p> <p>In other words, the analysis should address which alternative(s), given the same amount of economic investment, will provide the best environmental, economic and social benefits.</p>	<p>Full cost-benefit evaluation methods are rarely (if ever) used in Environmental Assessment Planning in Ontario. The primary reason for this is it is difficult to convert all impacts to a dollar value. For this reason we have chosen to use a Reasoned Argument Approach where the evaluation of alternatives and rationale for the decisions will be clearly documented and explained throughout the planning process.</p> <p>Please note that the evaluation factors and criteria in Table 5.1 will be further refined and modified during the EA study along with the development of specific measures.</p> <p>We will consider the inclusion of evaluation criteria for potential ease of implementation considering relative cost (where possible and appropriate)/feasibility/difficulty of physical, property or environmental constraints.</p>	Not applicable.
17	<p>Recommendation 9 The air quality criterion under Figure 5 (Table 6.2) should be re-characterized to evaluate which alternative produces the least air pollutants and reduces contribution to greenhouse gas emissions. This should also be the measurement when evaluating alternatives in Phase1.</p>	<p>Greenhouse gas (i.e. regional air quality) is included in Table 5.1 to assess alternatives during Stage 1. Comment noted and will be considered in accordance with current MTO Environmental Standards and Practices as they relate to "Air".</p>	Not applicable.

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18	Recommendation 10 That the generation and evaluation of alternatives, at Stage 2, should include a criterion that requires that the preferred alternative methods meet the long-term vision identified during the problems and opportunities analysis, undertaken at Stage 1.	If an alternative makes it pass Stage 1 it is assumed that it meaningfully addresses the transportation problems and opportunities,	Not applicable.
19	Recommendation 11 The Niagara Escarpment Commission requests participation on the Municipal Advisory Group, at a minimum as an observer, in order to be cognizant of the municipal perspectives.	We have noted your request and will consider it in conjunction with the Niagara to GTA project.	Not applicable.
Niagara Escarpment Commission Continued – Technical Comments - May 18, 2007			
1	1. Purpose of the Study Growth Management and Land Use This section summarizes the themes and principles of the Growth Plan, yet it has failed to address the concept of complete communities as a means of reducing rather than increasing commuter traffic and goods movement. This principle of the Growth Plan should be reflected in this section, as well as in other sections of the ToR, as discussed above.	The GTA West Corridor EA ToR outlines a process and commitments that support and have regard for Growth Plan policies for land use and infrastructural planning. Specifically, Section 2.1 of the ToR identifies the policy framework, including the Growth Plan that will be used to guide the EA study process. Section 5.2 and Table 5.1 explain how land use and growth management policies will be considered in assessment and selection of “Alternatives to the Undertaking”. The recognition of creating “complete communities”, reducing dependence on the automobile, etc. is further demonstrated through our commitment to examine alternatives that maximize the existing infrastructure such as Travel Demand Management (TDM), Transportation System Management (TSM) and improvements to transit and other transportation modes, as outlined in Section 5.	Not applicable.
2	2.1 Policy Framework and other Government Initiatives The policy framework should include the following: <ul style="list-style-type: none"> • The Kyoto Protocol, 	Your suggestion has been noted. We believe that these additional policies/initiatives are addressed by provisions in the second last paragraph in Section 2.1	Not applicable.

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	<ul style="list-style-type: none"> 2000 Air Quality and Climate Change – Insights Opportunities, and Solutions The Conservation Authorities regulations. 		
3	<p>3. Overview of Environmental Conditions and Potential Effects</p> <p>There are several additional aspects that should be more carefully described under this section.</p> <p>a) The description of the location of the Niagara Escarpment under the Overview of Existing Environmental Conditions should be more accurately written and it should be acknowledged that the Escarpment also traverses the Region of Peel (Caledon) within the Study Area.</p> <p>b) The reference to the Bruce Trail should reflect that it extends beyond the Region of Halton within the Study Area.</p> <p>c) The description of the municipalities within the study area should also identify the Urban Growth Centers identified in the Growth Plan and reflect that the majority of the projected population for these municipalities is intended to be focused on the Urban Growth Centers, e.g., downtown Guelph, downtown Milton, downtown Brampton, and Vaughan Corporate Centre.</p>	<p>The draft ToR is intended to provide a brief overview of existing environmental conditions and outline preliminary secondary source research. Additional environmental investigations will occur during the subsequent EA and this additional research will be reflected in EA study documentation. Slight modifications will be made to the text to reflect the comments.</p>	<p>Minor modifications to Section 3.0 to provide additional clarity.</p>
4	<p>4. Table 6.2 Evaluation Factors, Criteria and Indicators</p> <p>Table 6.2 identifies the minimum requirements for evaluation. However, several criteria should be expanded upon in order to be as comprehensive as possible in this first cut of identified factors. The following sub-factors are suggested:</p>		
5	<p>Under 1.2 Terrestrial, the following should be added:</p> <ul style="list-style-type: none"> Species at risk (endangered through the 	<p>Terrestrial ecosystems does include these points under 1.2.1 and 1.2.2</p>	<p>Not applicable.</p>

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	<ul style="list-style-type: none"> special concern species), Wildlife habitat, and Adjacent lands to significant wildlife habitat (PPS). 		
6	Under 1.3 Groundwater <ul style="list-style-type: none"> Highly vulnerable aquifers, and Source protection areas (Clean Water Act). 	Highly vulnerable aquifers and source protection areas will be considered under 1.3 Groundwater. Reference to Clean Water Act will be added to Rationale column.	Add "Adherence to Clean Water Act is required" to Rationale column in 1.3 Groundwater
7	Under Landscape Composition <ul style="list-style-type: none"> Visual impact on the open landscape or natural continuity of the Niagara Escarpment, and Crossing the Niagara Escarpment. 	Landscape composition is described/considered under Factor 2.7 and will include the visual impact and natural continuity of the Niagara Escarpment.	Not applicable.
GO Transit – May 18, 2007			
1	I have reviewed the draft ToR and we do not have any further comments.	Comment noted.	Not applicable.
Ministry of Culture (Heritage Advisor) – May 22, 2007			
1	Section 2.3 (Preliminary Transportation Problems and Opportunities) - It is not clear whether there will be any opportunity to enhance culture tourism or access to cultural facilities (e.g. museums, libraries, theatres etc.)	The purpose of the study is to address transportation problems and opportunities. Potential effects to cultural features and proposed mitigation measures are outlined in Chapter 6.	Not applicable.
2	On Section 3 (Overview of Environmental Conditions and Potential effects) - Cultural Environment, we would like to see the inclusion of cultural heritage landscapes in the last sentence of the first paragraph. In addition, in order to be consistent with the existing regulation, we recommend that instead of "numerous sites of historical or archaeological significance", it should read as "numerous sites of cultural heritage value or interest".	Comments noted. Changes will be made.	Section 3 will be revised as requested.
3	On Section 3 (Identifying Environmental Conditions during the EA), we would expect that the field investigation, identification and heritage evaluation for cultural heritage resources will be documented in	The draft ToR is intended to provide a brief overview of existing environmental conditions and outline preliminary secondary source research. Additional environmental investigations will occur during the	Not applicable

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	a Cultural Heritage Evaluation Report (for built heritage and cultural heritage landscapes) for the alternatives prepared by a qualified heritage consultant.	subsequent EA and this additional research will be reflected in EA study documentation.	
4	On Table 5.1 (Proposed Factors and Criteria for Assessing Alternatives to the Undertaking) - environment factor, we would recommend the use of the word "properties of cultural heritage value" instead of "historical".	Comment noted – text will be revised	On Table 5.1, replace "historical" with "properties of cultural heritage value" under environmental factor
5	On Table 6.1 (Environmental and technical considerations during the generation of alternative methods) - Under cultural environment, we recommend that instead of "historical, archaeological and cultural sites", it should read as "cultural facilities (e.g. museums, libraries, theatres) and properties of cultural heritage value (e.g. archaeology, built heritage and cultural heritage landscapes)."	Museums, libraries and theatres are included in Community Facilities 2.2.6. Properties of cultural heritage value (i.e., built heritage and cultural heritage landscapes) are included in Factor 3.1 and archaeology is included in Factor 3.2	Not applicable
6	On Table 6.2 (Summary of evaluation factors and sub-factors for alternative methods), under item 3.1.1, we recommend the following wording "Built heritage resources- These resources may identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions"	Comment noted – text will be revised	Change Sub-factor 3.1.1 in Table 6.2 to read "Built heritage resources identified through designation or heritage conservation easement under the Ontario Heritage Act"
7	On Appendix Supporting Document B, Item 3.1.1, we recommend the following wording "Built heritage resources- These resources may identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions" instead of "building or "standing" sites of architectural or heritage significance, or Ontario Heritage Easement properties	Comment noted – text will be revised	Change Sub-factor 3.1.1 in Supporting Document B to read Built heritage resources identified through designation or heritage conservation easement under the Ontario Heritage Act

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8	We are assuming that cultural industries (e.g. museums, libraries, theatres) will be part of the Socio-economic Environment.	Museums, libraries and theatres are included in Community Facilities 2.2.6.	Not applicable
9	Under Criteria, MCL's Guidelines on the Man-Made Heritage Component of Environmental Assessments (198) refers to avoiding the following adverse impacts: "destruction or unsympathetic alteration of all or part of a cultural property; isolation of a cultural property from its surrounding environment, or introduction of physical, visual, audible, or atmospheric elements that are not in character with a cultural property or its setting". MCL would like to see the same guidelines wording used under Criteria for built heritage resources, cultural heritage landscapes, bridges and cemeteries.	The evaluation factors and language used in the Evaluation Criteria are consistent with the MTO Environmental Reference for Design and MTO Environmental Standards and Practices which were developed in full consultation with all key Federal and Provincial environmental departments. We feel the wording is appropriate and will include addressing your concerns regarding cultural property, as stated.	Not applicable.
10	Under Rationale, we recommend the use of the word "resources" instead of features. We suggest the following wording for the 2nd bullet: "The effectiveness of any proposed conservation, mitigative or avoidance measures must be evaluated on the basis of established principles, standards and guidelines for heritage conservation."	Comment noted – text will be changed	Change "features" to "resources" in first bullet under rationale for 3.1.1. Change 2 nd bullet to "The effectiveness of proposed conservation, mitigation or avoidance measures should be evaluated on the basis of established principles, standards and guidelines for heritage conservation."
11	Where an impact on a cultural heritage resource is identified, and the proposed conservation or mitigative measures including avoidance, are considered ineffective, other conservation or mitigative measures, or alternative development or site alteration approaches must be recommended."	Comment noted. Future phases of the EA study will include recommendations for conservation, mitigation or alternative development or site alteration, where avoidance or mitigation is considered ineffective.	Not applicable.
12	Under Data source, since 2002 the Local Architectural Advisory Committees (LACACs) have	Comment noted – text will be revised	Replace "Local Architectural Advisory

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	been renamed to Municipal Heritage Committees (MHCs) under the Ontario Heritage Act. We recommend that the wording be changed to be consistent with the legislation.		Committees (LACACs) ” with “Municipal Heritage Committees (former LACACs)”
13	On Appendix Supporting Document B, Item 3.1.2 Heritage Bridges - MCL recommends the revision of criteria and rationale. Please note that a number of bridges outside the provincial portfolio have been designated under the Ontario Heritage Act. Other legislation and guidelines that would apply: Bridges Act, Ontario Heritage Bridge List, Ontario Heritage Bridge Guidelines (1983, 1991, 2007 in draft).	Comment noted – text will be revised	Add “Bridges Act, Ontario Heritage Bridge List, Ontario Heritage Bridge Guidelines (1983, 1991, 2007 in draft).” under Rationale for 3.1.2
14	On Appendix B, it is not clear the need of item 3.1.3 (Areas of Historic 19th century settlement). Item 3.1.4 (Cultural Heritage Landscapes) includes the previous item. Cultural heritage landscapes may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.	Comment noted. Sub-factor 3.1.3 is intended to capture historic villages and settlement areas. Sub-factor 3.1.4 includes cultural landscapes that may be associated with agriculture, or other passive land uses.	Not applicable
15	On Appendix B, item 3.1.6 (Cemeteries), please note that while the operation and management of cemeteries in Ontario falls under the Cemeteries Act, administered by the Ministry of Government Services, many municipalities have taken an increasing interest in designation as a way of recognizing and protecting cemeteries - either through Part IV (individual designation) or Part V (heritage conservation districts) under the Ontario Heritage Act.	Comment noted. Text will be revised.	Add “and respect areas protected by municipalities either through Part IV (individual designation) or Part V (heritage conservation districts) under the <i>Ontario Heritage Act.</i> ” under Rationale for 3.1.6
16	On Appendix B, item 4.4.3 (Recreation and Tourism Travel), the criteria includes the potential to support recreation and tourism travel. It is not clear where and how the support to cultural facilities will be	Cultural facilities such as museums, libraries and theatres are considered under 2.1.6 Community Facilities.	Not applicable

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	measured?		
Ministry of Northern Development and Mines (Ontario Geological Survey) – May 23, 2007			
1	As per the PPS, all provincial interests including mineral resources and aggregate resources are to be given equal priority. The Draft EA Terms of Reference document may not consistently make this clear; such as the lack of specific references to mineral and aggregate resource in Table 5.1.	Given the higher level of assessment for alternatives to the undertaking it is felt that this is more appropriately addressed at the alternative method stage.	Not applicable.
2	In Supporting Document B: Criteria for Evaluating Alternative Methods under Sub-factor 2.4.4 Aggregate and Mineral Resources, the data sources should reference MNDM – OGS mapping and other databases, and local MNDM – OGS technical expertise.	Comment noted. Data sources will be added.	Requested data sources added to Supporting Document B
3	No reference is made to the possibility of mine hazards and former mining operations in the study area. To protect human safety, these sites should be identified and evaluated in a similar manner as to landfills and other human-made hazards. MNDM should be referenced as one of the data sources for these hazards.	Comment noted. This will be added to the criteria section of Sub-Factor 2.4.4 in Supporting Document B.	Added to the criteria section of Sub-Factor 2.4.4 in Supporting Document B.
Environment Canada – May 23, 2007			
1	Table 5.1 (p. 32) Factor: Environment (1st bullet item) - EC recommends that the examples be expanded to include "sensitive wildlife habitats".	"Sensitive wildlife habitat" is included in "wildlife habitat"	Not applicable
2	Table 5.1 (p. 32) Factor: Environment - EC suggests that "effects" be changed to "affects" or "impacts" as this is more appropriate given the context. Comment also applies to the other two bullets items that follow.	Comments noted. Changes will be made.	Change effects to impacts
3	Table 5.1 (p. 32) Factor: Environment – Although traffic congestion does contribute to pollution levels, substantial volumes of free-flowing traffic can also generate appreciable emissions. As such, air quality concerns extend beyond consequences of congestion cited in the table. Greenhouse gas	Comment noted. Change will be made	Criteria will be reworded to: "reduce or limit impacts such as higher noise levels, greenhouse gas

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	emissions represent another criteria for consideration under this factor. EC recommends that the 4th bullet item be expanded to read "reduce or limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality".		emissions and the effects of air emissions on local/regional air quality"
4	Table 6.1 (p. 37) Component: Natural Environment - EC recommends that this list be expanded to include "sensitive wildlife habitats".	"Sensitive wildlife habitat" is included in "wildlife habitat"	Not applicable.
5	Table 6.1 (p. 37) Component: Natural Environment - EC recommends that the "Features/Considerations" for this Component be expanded to: "Air Quality and Greenhouse Gas Emissions".	Sub factor 1.5.1 includes Greenhouse Gases. Therefore we feel that this is already addressed. It should be noted that Air Quality assessment will be undertaken in accordance with a protocol that MTO is developing in consultation with MOE, Environment Canada and Health Canada. This will also include a 'burden analysis' at the 'alternatives to' stage.	Not applicable.
6	Table 6.2 (p. 42) Component: Natural Environment, Sub-Factors 1.2.2 to 1.2.4 - EC recommends that this list be expanded to include an additional item entitled: "Sensitive Wildlife Habitats and Species at Risk". This is important to include as EC typically would request that information be provided on how each alternative is expected to impact these habitats and any associated wildlife species, notably any species at risk. EC recommends that the data tables and mapping presenting this information should note which species are associated with the mapped elemental occurrences. For stream crossings, the consultant should assess the suitability of the habitat for any migratory bird species identified in the study area, at the crossing point, as well as immediately upstream and downstream. In addition, there should be a detailed analysis (on large-scale aerial photos) of potentially impacted interior (> 100m from an edge) and deep-interior (> 200 m from an	Table 6.2 provides a summary of the factors and sub factors. Supporting Document B provides additional details on criteria and data sources. We feel that these issues are captured by the criteria and data sources noted in subfactors 1.2.1, 1.2.2, 1.2.3, 1.2.4 and 1.2.5. Field investigations will be undertaken during the Alternative Methods Stage. Additional investigations will be undertaken for the preferred route.	Not applicable

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	edge) forest habitat for each route on the short list. EC also recommends that all technically preferred routes be ground truthed to ensure mistakes are not made when delineating forest boundaries during the 'desk' mapping exercise.		
7	Supporting Documents, Glossary of Terms Used in the Terms of Reference (p. 60) - <u>EC recommends</u> that the following "Term used..." be added: "Listed Wildlife Species" with the Explanation: "Species at risk listed under the federal <i>Species at Risk Act</i> (SARA). The Act establishes Schedule 1, as the official list of wildlife species at risk. It classifies those species as being either extirpated, endangered, threatened, or a special concern. Once listed, the measures to protect and recover a listed wildlife species are implemented. Under SARA, wildlife species that are listed on Schedules 2 and 3 must be assessed by COSEWIC (Committee on the Status of Endangered Wildlife in Canada) within a given timeframe." This term is referenced in "Supporting Document A" that follows this Glossary.	Comment noted. Will be added	"listed wildlife species" will be added to glossary
8	Supporting Document A, (3rd and 4th bullet items, p. 64) - As the definition referenced under SARA in item 4 refers to both items 3 & 4, <u>EC recommends</u> that these two items be combined as follows: <ul style="list-style-type: none"> o "any change that the project may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the <i>Species at Risk Act</i>;" 	Comment noted. Change made.	Combine 3 rd and 4 th bullets in Supporting Document A under SARA
9	Supporting Document B, Sub-factor 1.2.1 (p.70) - <u>EC recommends</u> that the "Data Source" list should also include the following: <ul style="list-style-type: none"> o EC's web mapping application and species at risk distribution maps: 	Comment noted. Change made.	Added data sources to Supporting Document B

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	<p>http://www.speciesatrisk.gc.ca/map/default_e.cfm.</p> <ul style="list-style-type: none"> EC' guidance document: "Species at Risk in Ontario": http://www.on.ec.gc.ca/wildlife/sar/sar-e.html 		
10	<p>Supporting Document B, Sub-factor 1.2.1 (p.70) - EC recommends that the "Data Source" list also include the following:</p> <ul style="list-style-type: none"> Atlas of the Breeding Birds of Ontario, 2001-2005: http://www.birdsontario.org/atlas/atlasmain.html Migratory birds environmental assessment guideline (Environment Canada): http://www.cws-scf.ec.gc.ca/publications/eval/mig/index_e.cfm Wetlands environmental assessment guideline (Environment Canada): http://www.cws-scf.ec.gc.ca/publications/eval/wetl/index_e.cfm (should also be referenced as a data source for sub-factor 1.2.2) 	Comment noted. Change made.	Added data sources to Supporting Document B
11	Supporting Document B, Sub-factor 1.2.3 (p.71) - EC recommends that the "Criteria" for the first bullet item be expanded to read: "encroachment, severance, fragmentation, displacement;"	We feel that severance and fragmentation mean the same thing. Therefore no change is required.	Not applicable.
12	Supporting Document B, Sub-factor 1.3.1 (p.72) - Given the rationale provided for this criteria, notably potential for contamination due to contaminated runoff (e.g., stormwater runoff, de-icing chemicals, toxic spills, etc.), the effects described under this	We feel that this is addressed through Factors 1.3 and 1.4. Additional detail is provided in Supporting Document B. Once a preferred alternative has been selected additional engineering and environmental work will be undertaken as part of concept design to	Not applicable.

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	criteria (i.e., "alteration") do not include this issue. <u>EC recommends</u> that a more complete description of effects be added, for example, "potential for pollution of groundwater due to contaminated runoff, toxic spills, etc.". This recommendation also applies to sub-factors 1.3.2 to 1.3.6.	develop a specific stormwater management and groundwater protection plan.	
13	Supporting Document B, Sub-factor 1.4.1, "Data Source" (p.73) - Given that stormwater treatment facilities may require additional corridor area and may not fully mitigate surface water impacts; any additional land requirements and local constraints to implementing these best practices should be considered, also taking into consideration the issues raised in the following discussion papers (available at < http://www.sustainabletechnologies.ca/ >): <ul style="list-style-type: none"> Stormwater Management and Watercourse Impacts: The Need for a Water Balance Approach. Water Budget Discussion Paper. 	Comment noted. Change made.	Data source added to Supporting Document B
14	Supporting Document B, Sub-factor 1.4.2, "Criteria" (p.73) - As it is likely that certain alternatives being considered may adversely impact sensitive ecosystems, <u>EC recommends</u> that the criteria be expanded to include "... sediment laden runoff, and increased potential for toxic spills."	Impacts to ecosystems are being measured through potential impacts to specific components of ecosystem (i.e., impacts to wetlands, woodlots, etc.). It should be noted that once a preferred alternative has been selected additional engineering and environmental work will be undertaken as part of concept design to develop a specific stormwater management strategy and groundwater protection plan to minimize the potential for adverse effects associated with run-off.	Not applicable.
15	Supporting Document B, Sub-factor 1.5.2, "Criteria" (p.73) - Greenhouse gas emissions will not directly impact sensitive receptors. It is more appropriate to include another sub-factor "Greenhouse Gas Emissions" having a criterion such as: "Relative contribution to overall GHG emissions due to	Sub factor 1.5.1 includes Greenhouse Gases. Therefore we feel that this is already addressed. It should be noted that Air Quality assessment will be undertaken in accordance with a protocol that MTO is developing in consultation with MOE, Environment Canada and Health Canada.	Not applicable

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	construction and operation of the project."		
16	Provided some general comments in the appendix to letter (pp. 5-11) on environmental issues pertinent to EC's mandate that typically arise on these types of transportation projects, and recommendations regarding the consideration of these issues in the EA.	EC mandates on subjects such as Migratory Birds, Wildlife Habitat, Species at Risk, Biodiversity, Wetlands, Water Quality, Air Quality, Climate and Climate Change and Great Lakes Water Quality Agreement will be taken into consideration throughout EA at level of detail appropriate to each phase in study process	Not applicable
Ministry of Economic Development and Trade – May 24, 2007			
1	<p>Stakeholder Consultations</p> <p>Transportation planning is of critical importance to goods-producing industries in Ontario, from the standpoint of delivering goods to market both within Ontario and in adjoining regions of the United States and Canada, and of obtaining inputs in a timely manner to maintain production and operations schedules. This is especially true of sectors such as automotive manufacturing, aerospace, electronics and advanced manufacturing where Just-In-Time (JIT) delivery is the industry standard.</p> <p>MEDT recommends that stakeholder consultations with the business community extend beyond transportation service providers and include the leading manufacturing and general business associations, specifically:</p> <ul style="list-style-type: none"> • Canadian Manufacturers and Exporters (CME) • Automotive Parts Manufacturers' Association (APMA) • Canadian Vehicle Manufacturers' Association (CVMA) • Association of International Automobile 	Comment noted. Will be considered as the study progresses.	Not applicable.

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	<p>Manufacturers of Canada (AIAMC)</p> <ul style="list-style-type: none"> Ontario Chamber of Commerce (OCC) Canadian Federation of Independent Business (CFIB) 		
2	<p>Integration with Employment Lands Review, Growth Plan for the Greater Golden Horseshoe</p> <p>There are significant advantages, due to the goods-to-market transportation requirements described above, to locating employment lands near major transportation corridors. The Ministry of Public Infrastructure Renewal is currently conducting a review of the provisions for employment lands in the Growth Plan for the Greater Golden Horseshoe to ensure an adequately supply to accommodate job creation through until 2031. MEDT recommends that MTO and the consultant discuss with MPIR how the ToR could be coordinated with MPIR's employment lands review. MPIR has discussed options for optimizing employment lands development opportunities near the corridor while preserving green space and natural heritage sites.</p>	<p>Comment noted. The ToR includes the commitment to consult and coordinated with other provincial Ministries.</p>	<p>Not applicable.</p>
3	<p>Geographic Scope of Study Area</p> <p>The Growth Plan for the Greater Golden Horseshoe maps the GTA West Corridor as extending from Highway 400 to Kitchener /Waterloo/Cambridge, whereas the Study Area in the Draft Terms of Reference extends only from Highway 400 to Guelph.</p> <p>The Regional Municipality of Waterloo (of which the cities of Kitchener, Waterloo and Cambridge combined account for over 90% of the population) currently has 507,000 inhabitants. According to the</p>	<p>The final version of the Growth Plan (June 2006) depicts the GTA West Corridor extending from Vaughan to Guelph.</p> <p>Consistent with the direction of the Growth Plan, the Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future</p>	<p>New paragraphs in the ToR re "transportation system analysis re Areas of Influence"</p>

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	<p>Growth Plan, the population is expected to grow to 729,000 by 2031. The current population and projected growth of the Region, combined with its concentration of strategic industries (particularly automotive manufacturing and information technology) are in large measure driving the demand for a new transportation corridor leading westward from the GTA. In addition, the two-lane Highway 7 between Kitchener and Guelph has for many years constituted a significant transportation bottleneck. Inclusion of this link in the Study Area would provide an opportunity to address longstanding issues of congestion and safety along this stretch of highway.</p>	<p>transportation network that would benefit addressing the Purpose of the Study.</p> <p>The following reasons are provided as to why the Kitchener/Waterloo area is not included in the GTA West Preliminary Study Area,</p> <ul style="list-style-type: none"> • The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K/W. The EA has been approved by MOE. • The identification of the Preliminary Study Area is consistent with the Growth Plan directions with respect to the GTA West Corridor (Schedule 6) 	
Ontario Ministry of Agriculture, Food and Rural Affairs – May 24, 2007			
1	<p>Section 2.3 (Preliminary Transportation Problems and Opportunities – Economic Development, Trade and Tourism)</p> <p>Section 2.3 of the draft Terms of Reference states that tourism is Ontario's 7th largest industry, and is recognized for its importance as an economic generator and contributor to a higher quality of life in the Province of Ontario. It should be recognized that agriculture in Ontario comprises 6.5% of the Provincial GDP, while Travel and Tourism makes up only 2.3% of the same GDP based on 2001 Statistics Canada data. Therefore, it can be said that agriculture is also an important economic generator and contributor to the quality of life in Ontario. The importance of agriculture as an economic generator should be recognized within the discussion sections of the document surrounding the needs of Ontario's economy/industry.</p>	<p>Comment noted. See response below.</p>	<p>Not applicable.</p>

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2	<p>Section 2.3 (Preliminary Transportation Problems and Opportunities – Economic Development, Trade and Tourism)</p> <p>Within section 2.3 of the draft Terms of Reference it states that, 'international trade and goods movement through this area and into Canada's economic centre is critical to the local, regional, and provincial economies. The efficiency and reliability of the provincial transportation system is therefore essential to the economic prosperity that the area has and is expected to experience.' An additional phrase emphasizing that the GTA West Corridor transportation system will be completed in a manner that will also minimize impacts on existing local land uses, such as agriculture, and acknowledges that these land uses are critical for the local production of goods, and economic prosperity is recommended.</p>	Comment noted. Changes made,	<p>Add the following paragraph to Section 2.3.</p> <p>"It is also recognized that agricultural is a dominant land use in the preliminary study area and important component of the Provincial economy. In planning a transportation system it will be important to minimize impacts on existing local land uses, such as agriculture.</p>
3	<p>Section 3 (Overview of Environmental Conditions and Potential Effects – Natural Environment)</p> <p>Within Section 3 of the draft Terms of Reference a great amount of detail is given describing the complex landforms and ecosystems that occur within the Preliminary Study Area. However, a single line stating that 'a large percentage of lands within the Preliminary Study Area are considered to be of prime agricultural value', is all that is mentioned from an agricultural perspective. This description is inaccurate and insufficient in regards to the PPS, and also disregards the importance of these landforms and environmental systems for agriculture.</p> <p>First, the lands in question are not 'considered to be of prime agricultural value', but are designated prime agricultural areas. Prime agricultural areas, as defined by the PPS, are areas where prime agricultural lands predominate. Prime agricultural</p>	The draft ToR is intended to provide a brief overview of existing environmental conditions and outline preliminary secondary source research. Additional environmental investigations will occur during the subsequent EA and this additional research will be reflected in EA study documentation (including identifying agricultural resources and operations).	Not applicable. Some minor changes will be made however detailed inventorying work will occur during the EA

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	<p>lands are lands that include specialty crop areas and/or Canada Land Inventory Classes 1, 2 and 3 soils, in this order of priority for protection, and should be acknowledged as such. Secondly, these prime agricultural areas are part of their own series of landforms, like plains and moraines, that are of equal significance to those already described within the draft Terms of Reference. It is recommended that additional detail describing these lands from the perspective of their agricultural capability, soil quality, natural landforms they are comprised of, as well as information on the general agricultural activities and economic activities in these areas should be included. Resources such as: The Physiography of Southern Ontario by Chapman & Putnam, Canada Land Inventory Soil Capability for Agricultural Maps, Soil Survey Maps, Statistics Canada, and Drainage Mapping, etc. can be used to accomplish this.</p> <p>Section 3 also recognizes the Holland Marsh as being known as Ontario's vegetable basket, it is recommended that the Holland Marsh is a designated specialty crop area, and is recognized and protected through the PPS and Greenbelt Act. In the description of the Town of Milton, it is mentioned that 'below the escarpment is urban area surrounded by farmland, above the escarpment is an extensive rural area comprised of farms...' it is recommended that the term 'agricultural operation' be substituted for 'farm' as the PPS uses the term 'agricultural operation' not 'farm'. Further, this term and its definition from the PPS should be added to the glossary of terms within the Terms of Reference.</p>		.

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4	<p>Section 5.2 (Evaluation and Selection of the Preferred Alternative(s) to the Undertaking)</p> <p>Within section 5.2 of the draft Terms of Reference it is stated that, 'when comparing the advantages and disadvantages and developing the rationale for the preferred alternative, the Project Team will consider: public, agencies, First Nations, consultation groups, and other stakeholder issues and concerns.' It is assumed that the Ministry of Agriculture, Food and Rural Affairs will be among the agencies included in this consultation. In addition, other organizations such as the Ontario Federation of Agriculture (OFA) and the Christian Farm Federation of Ontario (CFFO) must be consulted.</p>	<p>Yes. Chapter 8 outlines our approach to consultation. OMAFRA is included on the RAAG. Ontario Federation of Agriculture and Christian Farmer's Federation of Ontario are included on the project team mailing list.</p>	Not applicable.
5	<p>Table 5.1 (Evaluation and Selection of the Preferred Alternative(s) to the Undertaking)</p> <p>It is recognized that agriculture has been included as an economic factor within table 5.1. It is recommended that it also be added as an environmental factor, as the agriculture land base is also a natural resource which can be influenced by changes to soil quality and drainage patterns. Further agricultural activities can also be impaired from congestion resulting in higher noise levels, reduced air quality, etc.</p>	<p>Given the higher level of assessment for alternatives to the undertaking it is felt that this is more appropriately addressed at the alternative method stage.</p>	Not applicable.
6	<p>Section 6.3 (Process to Generate Alternative Methods)</p> <p>Section 6.3 of the draft Terms of Reference lists a series of guiding principles that form the basis for generating alternative methods. It is recommended that to this list be added a goal, 'to avoid or where this is not possible, minimize impacts to prime</p>	<p>Comment noted. Changes will be made.</p>	<p>Add the following principle to Section 6.3:</p> <p>"Avoid or where this is not possible, minimize impacts to prime agricultural areas and individual agricultural</p>

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	agricultural areas, recognizing the order of priority for protecting agricultural lands, including areas of specialty crop and Canada Land Inventory Classes 1, 2 and 3 soils in this order'. This allows for equal treatment of agriculture and other natural resources, which is consistent with the PPS when interpreting it in its entirety.		operations."
7	<p>Table 6.2 (Summary of Evaluation Factors and Sub-factors for Alternative Methods)</p> <p>Sub-factor 2.1.4 within Table 6.2 of the draft Terms of Reference indicates that 'development objectives of private property owners' will influence the evaluation of alternative methods. It is recognized that in with Supporting Document B, this sub-factor is based on the criteria, 'of potential to isolate property from current/future urban envelope/ effect on future land use'. It is the opinion of this Ministry that if existing land use planning policies, goals and objectives of the PPS and municipal planning documents are taken into consideration, and these policies, goals and objectives, including Provincial plans such as: Places to Grow, Greenbelt and the NEC, that this sub-factor is unnecessary. Further it suggests that landowners have a long term 'right to develop' which is not the case in Ontario's land use planning system.</p>	Factor 2.1.4 is intended to address potential isolations impacts to individual properties. We feel that this is an appropriate issue to examine.	Not applicable.
8	In addition, it is assumed that Sub-factor 2.2.4 Land use-Community-Commercial and Industrial Operations, and Sub-factor 2.2.7 Land use-Community-Municipal Infrastructure and Public Service Facilities will include consideration for agricultural supported commercial and industrial operations, agricultural-related land uses, as well as agricultural infrastructure, such as municipal drains.	Yes	Not applicable.

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9	<p>Supporting Document B (Section 2.4.2 Agriculture)</p> <p>It is recognized that agriculture is highlighted within this section of the draft Terms of Reference as a factor and criteria for evaluating alternative methods. However, the rationale listed within this table does not accurately represent section 2.3.5 of the PPS. The document reads that ‘section 2.3.5 of the PPS requires planning authorities to “have regard for” prime agricultural areas, and that impacts from any new or expanding non-agricultural uses on surrounding agricultural operations or lands should be mitigated to the extent feasible’. First off, the current Planning Act standard regarding the PPS is not to ‘have regard for’, but is ‘to be consistent with’. Secondly, this does not accurately portray section 2.3.5 of the PPS. Section 2.3.5 of the PPS states that “planning authorities may not only exclude land from prime agricultural areas for: expansions of or identification of settlement areas in accordance with policy 1.1.3.9; extraction of minerals, petroleum resources and mineral aggregate resources, in accordance with policy 2.4 and 2.5; and limited non-residential uses, provided that: the land does not comprise a specialty crop area; there is a demonstrated need within the planning horizon for in policy 1.1.2 for additional land to be designated to accommodate the proposed use; there is no reasonable alternative location which avoid prime agricultural area; and there are no reasonable alternative location sin prime agricultural area with lower priority agricultural lands; and that impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands should be mitigated to extent feasible. This should be</p>	<p>It should be noted that the term development in the PPS does not relate to infrastructure.</p> <p>“Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include:</p> <ul style="list-style-type: none"> b) activities that create or maintain infrastructure authorized under an environmental assessment process;.....” <p>We feel that the wording in the rationale section is appropriate.</p>	Not applicable.

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	corrected to accurately represent section 2.3.5 of the PPS as part of the rationale.		
10	<p>Section 8.2 (Public Consultation during the EA – Citizens Advisory Group)</p> <p>Section 8.2 discusses the creation of a citizen's advisory group for Stage I of the EA, and refinement of the group to reflect EA study area for Stage II. It is strongly recommended that representatives from the agricultural community, both within the Preliminary Study Area, as well as the Refined Study Area, be sought out and included within the Citizen Advisory Group. It may be beneficial to have representation from both the provincial level of organizations, as well as local or regional representation, given the size of the study area.</p>	Comment noted. Representatives from the agricultural community will be included on the CAG.	Not applicable.
11	In summary, the above technical comments and recommendations have been based on the provincial policies regarding agricultural land as found in the Provincial Policy Statement (PPS), 2005. Our main concern is that prime agricultural areas and activities are of equal stature and importance as other land uses or natural resources, and needs to be reflected accordingly within the Terms of Reference and Environmental Assessment.	Comment noted. We feel that potential effects to agricultural lands and operations will be adequately addressed. We have included an agricultural specialist on our project team.	Not applicable.
Ontario Ministry of Northern Development and Mines (Corporate Policy Secretariat) – May 24, 2007			
1	<p>The Ministry of Northern Development and Mines (MNDM) promotes northern Ontario economic development, co-ordinates the delivery of programs and services in Northern Ontario and administers the <i>Mining Act</i>.</p> <p>Given our Ministry's mandate, we do not have comments regarding the GTA West Corridor. MNDM</p>	Comment noted.	Not applicable.

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	wishes to continue to be included on any updates and notices distributed regarding this project.		
Ministry of the Environment (Central Region) – May 18, 2007			
1	The factors and criteria for assessing alternatives to the undertaking will consider relevant legislation, policy, guidelines, stakeholder concerns and Project Team expertise. Where existing technical information does not exist regarding sensitive features, the study team may have difficulties ascertaining the sensitivity of a particular system, and therefore, be unable to properly scope the potential impact on that system. This approach could lead to choosing an alternative that may have impacts that cannot be mitigated fully. Further consideration should be given to collecting field data in an earlier stage for areas that are believed to be sensitive and where no existing data are currently available.	The planning framework is based on a phased sequence of decision-making in which these two types of alternatives are assessed at an increasing level of detail as they become more focused. Impact assessment will be conducted at a more general and strategic level, based primarily on secondary source information and verified by air photo interpretation and reconnaissance level investigations, when comparing Alternatives to the Undertaking. As Alternative Methods of Carrying Out the Undertaking are developed, the level of engineering and environment investigation will increase. The information collected previously will be supplemented with field data and additional research. Once a preferred Alternative Method is selected, more focused data will be collected. The level of detail of the data collected will be sufficient and appropriate to allow for a thorough understanding of the potential effects of the Alternative Methods on environment. It is anticipated that this should be sufficient as this approach been used on many past EA completed by MTO and other Transportation Service Providers.	Not applicable

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2	When evaluating the degree to which the proposed alternatives to the undertaking impact surface water, the impacts of discharge of oils, greases, fuels, metals, polycyclic aromatic hydrocarbons, and other contaminants should be considered. This would convey the understanding that different modes of transportation (ie. automobile, rail, air) pose differing risks and contribute different contaminants to the aquatic environment. Without evaluating these impacts in greater detail during the evaluation of the alternatives, key natural environment features may not be adequately protected. If impacts can not be fully mitigated (such as salt contamination), these issues should be addressed at any earlier stage in the process rather than the design stage.	See comment above. Alternatives to the undertaking will likely be broader network type alternatives. There will still be an alternative method stage for the specific components of the network (i.e. expansions of existing facilities or new facilities) which will allow flexibility for specific adverse effects to be avoided through route location (avoidance) or design mitigation. It is anticipated that this should be sufficient as this approach been used on many past EA completed by MTO and other Transportation Service Providers.	Not applicable
3	The EA should evaluate the projected changes in water quality due to the reception of stormwater runoff, or, discharge from stormwater management facilities; and, impacts to existing water quality/quantity through baseflow reduction or introduction of contaminants. This latter point should be provided in the context of existing water quality/quantity data, especially for receivers that are in headwater areas.	Factors 1.3 and 1.4 on Table 6.2 (and Supporting Document B) outline how potential effects to groundwater and surface water will be examined for alternatives methods. Once a preferred alternative has been selected additional engineering and environmental work will be undertaken to further assess impacts and develop detailed mitigation measures. This work will be undertaken in accordance with the MTO Environmental Reference for Design and Environmental Standards which were developed in consultation with MOE.	Not applicable
4	Noise is discussed as a criterion for evaluating alternatives to the undertaking with respect to the potential decrease of noise from a decrease in congestion. However, it should be noted that certain alternatives to the undertaking may decrease congestion and its associate noise, but increase noise in another area due to new systems. Noise should be evaluated with respect to the increases and decreases throughout the system instead of	A qualitative assessment of noise will be examined for all components of the network alternatives at the alternatives to stage. Specific guiding principles for the generation of alternative methods will be developed as part of the EA. Noise will be considered through guiding principles such as minimizing the effects to existing and future planned residential development. Noise impact assessment will be done in accordance with the MTO/MOE Noise protocol.	Not applicable

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	focusing on one particular aspect of noise reduction. Noise would also be a valuable factor to consider when generating the alternative methods of carrying out the undertaking as well as the evaluation of a preferred method.		
5	Please find attached a copy of the "Air Quality Issues for Class Environmental Assessment Road Improvement Projects" to provide some guidance when carrying out air quality analysis throughout the course of the EA.	MTO, in consultation with MOE, has prepared a draft protocol for assessing air quality effects. That protocol will be used for this study.	Not applicable
6	The MOE encourages MTO to consult with regional staff and other Regulating Agencies during the decision-making process and during the completion and evaluation of technical studies.	Comment noted.	Not applicable
Ministry of Natural Resources – May 29 2007			
1	<p>Section 2.1, Policy Framework and Other Government Initiatives</p> <p>This section also lists a number of common themes and principles from key provincial policy documents. While this was likely not intended to be an exhaustive list of principles, it does not appear to reflect the importance that current policy documents have placed on protecting natural features and systems. By way of example, the Provincial Policy Statement (PPS), Growth Plan, Niagara Escarpment Plan (NEP), Greenbelt Plan and Oak Ridges Moraine Conservation Plan (ORMCP) all specifically recognize the importance of natural heritage systems in addition to the protection of natural heritage features.</p> <p>Accordingly, a clearer statement highlighting the province's support for directing growth pressures and infrastructure development away from natural</p>	Comment noted. ToR will be modified to provide clarity regarding importance of protecting natural heritage systems.	<p>Add the following as the 3rd point, in the ToR on page 11 under Environmental Planning:</p> <p>"Identify natural heritage features and areas that complement, link or enhance natural heritage systems"</p>

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	heritage systems and the importance of conserving natural diversity should be added both under the headings "Growth Management and Land Use Planning" and "Environmental Planning".		
2	<p>Section 2.3, Preliminary Transportation Problems and Opportunities</p> <p>This section notes that the various Provincial plans permit new and expanded infrastructure development subject to the Environmental Assessment Act. It should also be noted that these plans also contain policies that seek to ensure that environmental impacts are minimized. By way of example, Greenbelt Plan's infrastructure policies stipulate that new or expanded infrastructure will avoid the natural heritage system and key natural heritage features wherever possible and that infrastructure development will minimize landscape disruption and negative impacts on the Greenbelt's Natural Heritage System. Similar policies exists in the ORMCP notably for those lands designated "Natural Core" and "Natural Linkage". Further, it should be noted that infrastructure policies in the ORMCP address both citing/route selection and construction design considerations.</p>	<p>Comment noted. We feel that this is addressed in Section 2.1, Section 6.3 (process to generate alternatives methods), Table 6.2 (and Supporting Document B) and Section 6.6 (concept design).</p>	Not applicable.
3	<p>Section 3, Overview of Environmental Conditions and Potential Effects</p> <p>MNR staff notes that a reference to the Greenbelt Natural Heritage System should be made under the heading "Natural Environment". Although it is noted that environmental features will be identified and described during the study, a number of features should be considered for inclusion in this paragraph such as, fish habitat, significant forests, and habitat</p>	<p>The intent of this section is to provide an overview of key environmental features. The section on "Identifying Environmental Condition During the EA" does this by linking this work to the factor areas identified on Table 6.2. We will however, clarify the section.</p> <p>We feel that this is covered off by the existing wording of Section 2.1 and Supporting Document B.</p>	<p>Change title of section from "Identifying Environmental Condition During the EA" to "Identifying Environmental Conditions, Effects and Mitigation During the EA"</p> <p>Modify the last sentence</p>

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	<p>for Species at Risk, etc.</p> <p>It may also be appropriate to note here, or elsewhere in the ToR, that there is a variety of legislation and policy in place that serves to protect sensitive natural features, such as the PPS, <i>Fisheries Act</i> and <i>Endangered Species Act</i>, amongst others.</p>		<p>in the section to read:</p> <p>“Various technical studies will be undertaken to assess these potential environmental effects. Once a preferred alternative has been identified it will be developed to Concept Design level of detail in order to describe the Undertaking, assess the potential effects and develop specific mitigation measures.”</p>
4	<p>Section 5, Alternatives to the Undertaking</p> <p>While the ToR identifies the MTO as the project proponent, the process described aims to consider a variety of transportation strategies, some of which may not be within the jurisdiction of the proponent. If the EA is to examine a full range of transportation planning alternatives there should be some discussion regarding the MTO's, versus other agencies, jurisdiction over transportation matters. Although later in the ToR it is noted that consultation with other transportation providers will occur, it would be appropriate to comment in more detail earlier in the ToR on how such agencies will specifically be involved in the development of feasible alternatives.</p>	<p>We feel that this is best addressed in Chapter 8. Page 48 clearly notes when stakeholders will be involved. Sections 8.3, 8.4 and 8.6 provide additional information on how Agency, Transportation Service Providers and Municipalities provide input to the process to assist the decision making process.</p> <p>MTO does not feel that co-proponency is appropriate at this time as no specific projects have been defined yet. However, MTO will work closely with GO Transit, PIR and the GTTA throughout the EA study.</p>	Not applicable.
5	<p>Section 5.1, Assessment of Alternatives to the Undertaking</p> <p>MNR staff notes that the criteria for evaluation of alternative methods to the undertaking are far more extensive and detailed than the considerations for</p>	<p>The intent is that specific indicators and measures for the environment will be developed as the study progresses in consultation with stakeholders. This is noted in the last paragraph of Section 5.1. It is anticipated that the evaluation of alternatives to the</p>	Not applicable.

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	evaluation and selection of the preferred alternative(s) to the undertaking. Since it appears that many of the considerations outlined in Schedule B for alternative methods (e.g., natural heritage features, impacts on water, etc.) could be relevant considerations in establishing appropriate alternative(s) to the undertaking, reference to Schedule B should also be considered in the evaluation of alternative(s).	undertaking will focus more on how the alternatives address the purpose of the study. As such transportation, land use and economy were broken out into major factor areas.	
6	Section 5.2, Evaluation and Selection of the Preferred Alternative(s) to the Undertaking, Table 5.1 The criterion listed under the environment factor which addresses the degree to which proposed solutions will minimize toxic and greenhouse gas emissions should also consider other effects, such as road salt.	There is the potential to develop specific indicators and measures potential effects to groundwater and surface water as the study progresses (these are listed on Table 5.1) At the “alternatives to” stage, the alternatives will be more network type alternatives, any assessment at this stage would be very strategic in nature. It should be noted these issues will be examined in greater detail at the alternative methods stage and concept design (the undertaking) stage.	Not applicable.
7	Section 6, Generating and Evaluating Alternative Methods MNR notes that the identification of significant environmental features will be undertaken in the early stages of the EA study. It should be noted that both the Greenbelt Plan and the ORMCP define “Key Natural Heritage Features” and “Key Hydrologic Features” and policies related to the consideration of these features in development proposals. The list of features that fall under the designation of “Key Natural Heritage Features” and “Key Hydrological Features” is more extensive than natural features defined in the PPS. This and other relevant policy direction from these plans will need to be incorporated into the ToR.	Comment noted.	Not applicable.

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8	It should be noted that data gaps exist, and some of the existing information about natural values may need to be updated. Given that the knowledge base is incomplete, it will be imperative to collect more detailed information through additional field surveys and research in order that a thorough evaluation of alternatives may occur. The ToR indicates that more detailed environmental information will be collected as the study progresses, especially in advanced design stages. Although the data needs will become more apparent as the study moves forward, it is quite possible that more detailed environmental surveys may be required in the early stages of the process, including during the 'Alternatives to the Undertaking' stage.	The planning framework is based on a phased sequence of decision-making in which these two types of alternatives are assessed at an increasing level of detail as they become more focused. Impact assessment will be conducted at a more general and strategic level, based primarily on secondary source information and verified by air photo interpretation and reconnaissance level investigations, when comparing Alternatives to the Undertaking. As Alternative Methods of Carrying Out the Undertaking are developed, the level of engineering and environment investigation will increase. The information collected previously will be supplemented with field data and additional research. Once a preferred Alternative Method is selected, more focused data will be collected. The level of detail of the data collected will be sufficient and appropriate to allow for a thorough understanding of the potential effects of the Alternative Methods on environment. It is anticipated that this should be sufficient as this approach been used on many past EA completed by MTO and other Transportation Service Providers.	Not applicable.
9	The generation and assessment of alternative methods/designs should include any secondary or associated facilities that would be required as part of a proposed solution. Consideration of the potential impacts of facilities such as commuter parking lots, truck inspection sites, service roads, temporary infrastructure, etc., will be an important component of the EA process.	Comment noted. This will be done at the concept design stage noted in Section 6.6.	Not applicable.
10	Section 6.3, Process to Generate Alternative Methods and Table 6.1 MNR agrees that one of the key guiding principles for generating alternative methods will be to utilize existing infrastructure to the greatest extent possible.	Comment noted.	Not applicable.

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	Utilizing existing corridors would be consistent with the vision for land use planning espoused in the new PPS, Greenbelt Plan and draft Growth Plan for the GGH. There are several existing transportation corridors in the study area that, if expanded, may have fewer detrimental affects on natural values compared to the establishment of a new corridor.		
11	This section also notes that an important objective in generating alternatives will be to minimize/avoid impacts to significant environmental features. The Ministry suggests that the ToR should more clearly state that a hierarchy of preferences for alternatives exists, with avoidance being preferred over the minimization and mitigation of adverse effects. It should be noted that direction in such matters is provided by the PPS, the Greenbelt Plan, the ORMCP and the NEP.	We think that this is addressed by the existing wording (AVOID, or where this is not possible...)	Not applicable.
12	MNR recommends that Table 6.1 be updated to include, species at risk, wildlife habitat and natural corridors. As previously noted, "Key Natural Heritage Features" and "Key Hydrologic Features" as defined in the Greenbelt Plans and the ORMCP must be appropriately considered for generating alternatives.	Section 6.3 notes that specific objectives or guiding principles will be developed during the EA in consultation with stakeholders. We think that the features noted by MNR are covered by the boarder headings of terrestrial ecosystems and groundwater.	Not applicable.
13	Section 6.5, Evaluation of Alternative Methods and Table 6.2 Under the Arithmetic Evaluation Component sub-section it is noted that prediction models will be used to help assess impacts and assign scores to environmental attributes. It may be useful to provide further details on what information sources, tools, etc. will be used to develop such a model(s). In addition to prediction models, field measurements and secondary data sources, drawing on past experiences from other highway/corridor projects	Comment noted. The last sentence under the scoring bullet will be modified.	Last sentence under the scoring bullet will be modified to read. "The assessment of effects will be derived from field measurements, results of prediction models, secondary data sources (as appropriate) and other means as necessary (including

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	would also seem like an appropriate method for assessing potential impacts.		drawing on past experiences from other projects).
14	<p>The Ministry (MNR) understands that Table 6.2 represents the minimum number of criteria to be considered during the study. At this point, it is recommended that the Wildlife factor be updated to read Wildlife & Wildlife Habitat. Although impacts to Species at Risk have been identified as a criterion under Wildlife, given their significance and special planning requirements they should be included as a distinct factor in Table 6.2. As previously noted, the various provincial plans in the study area have specific detailed policy direction on the development of infrastructure in certain land use designations, and, in the case of the Greenbelt Plan and ORMCP, natural features. This needs to be reflected in Table 6.2.</p> <p>It is noted that impacts will be quantified according to the criteria listed in Table 6.2. However, measurable indicators for each criterion have not been defined.</p>	<p>Comment noted. Changes will be made. With regards to SAR, we think that it is most appropriate cover these off in the specific sub factors (i.e. wildlife and vegetation). The factors, sub factors and criteria are subject to refinement and modification as the study progresses. See Supporting Document B for additional details. We feel that the policy issues are addressed in Section 2.1 (with modifications) and Supporting Document B.</p>	<p>In Table 6.2, change 1.2.1 to read Wildlife Habitat Add 1.2.2 entitled Wildlife</p>
15	<p>Section 7, Monitoring Strategy</p> <p>It is indicated that a monitoring program will be developed for the implementation of the selected alternative. Further to the comments regarding data gaps and collection noted above under section 6, the Ministry recommends that a statement be added in section 6 to note the importance of baseline data in developing a monitoring program. Considerable data may need to be collected, from both primary and secondary sources, to allow for values identification and effects monitoring.</p>	<p>The intent of Chapter 7 is to commit MTO to develop a monitoring strategy in consultation with stakeholders. The specifics, including the need for additional baseline data, will be determined in consultation with relevant stakeholders. We have added some wording to clarify this.</p>	<p>Modify the last sentence is Section 7 to read "In addition the EA Report will demonstrate how ToR commitments were addressed during the EA Study. All monitoring will be consistent with MTO requirements and developed in consultation with the relevant stakeholders"</p>

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16	<p>Schedule B, Criteria for Evaluating Alternative Methods</p> <p>The changes to Table 6.2 recommended above should also be incorporated into Supporting Document B. Importantly, references to policy 2.1.6 should be added to the table, which stipulates that impacts to lands adjacent to significant natural features such as wetlands, woodlands and wildlife habitat must also be considered.</p>	<p>Comment noted. Reference to Section 2.1.6 will be added to the rationale section.</p>	<p>First bullet in sub factor 2.1.6 will be modified to read:</p> <p>“Section 2.1.3, 2.1.4 and 2.1.6 of the PPS, 2005, prohibits development and site alteration in significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E and stipulates that impacts to lands adjacent to significant natural features such as wetlands, woodlands and wildlife habitat must also be considered. The assessment should have regard for this objective. There is also significance to wetlands south of the Canadian Shield. Wetlands serve ecological functions to varying degrees including groundwater recharge/discharge, flood attenuation, wildlife movement corridors, habitat for flora and fauna, and water filtration.”</p>
17	<p>Schedule B does not appear to fully reflect the directions contained in the Greenbelt Plan or the</p>	<p>The Greenbelt Plan has specific policies on the protection of environmental features in the study area.</p>	<p>Not applicable.</p>

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	ORMCP, particularly as related to natural heritage features and systems. Appropriate changes are required to Schedule B to more fully reflect policies contained in Section 4.2 (Infrastructure) of the Greenbelt Plan and Section 41 (Transportation, infrastructure and Utilities) of the ORMCP for areas that fall within these respective plan areas.	It provides overall direction to the study, as does the Growth Plan and PPS and will be covered off through the overall EA process. The specific components of the natural heritage features named in the Greenbelt Plan are covered under environmental indicators and shouldn't be double counted.	
18	The rationale statement under Fisheries and Aquatic Ecosystems that notes fisheries compensation plans are prepared by the CA/DFO under the Fisheries Act should be clarified to indicate that the MNR, in consultation with DFO, has this responsibility for MTO highway projects.	We feel that the existing wording accurately reflects the new MTO/DFO Fish Protocol.	Not applicable.
19	The list of features that fall under the designation of "Key Natural Heritage Features" and "Key Hydrological Features" is more extensive than natural features defined in the PPS. Appropriate consideration of these features as related to these respective plan areas should be incorporated into this schedule.	The evaluation criteria in Supporting Document B is being presented in the ToR to ensure fair and thorough consideration of all environmental matters relevant to the study area and the EA process. If new items arise during the study they will be added for consideration in the evaluation. process and are expected to integrate under the headings of existing criteria.	Not applicable.
20	MNR notes that MTO is currently undertaking a number of EAs for highway expansions (e.g., 407 ETR, Niagara to GTA Corridor, 427 Extension, Highway 7 widening, etc.) The ToR has not addressed how this project will be integrated and coordinated with these other major undertakings.	These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities. Accordingly, the direct connection of new transportation facilities within the preliminary study areas is not an objective of any of the noted MTO studies. Highway 401 is the common boundary between the Niagara to GTA corridor and GTA West corridor studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated. There will be a high level of coordination between	Not applicable.

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		<p>these two studies, for example:</p> <ul style="list-style-type: none"> • Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; • Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; • The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa; • Similar integration will be provided with other such studies as determined to be feasible. <p>Both studies are managed by the same MTO office and same consultant consortium.</p>	

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REGION OF YORK			
Report of the Commissioner of Planning and Development Services – April 17, 2007			
1	Expedite the GTA West Corridor and other EAs that are needed to meet the Provincial Growth Plan for the Greater Golden Horseshoe. Investigate other processes and mechanisms that will allow the Province to plan and protect the GTA West Corridor within a two-year period.	<p>MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation.</p> <p>MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.</p>	Not applicable.
2	There are a number of Provincial highway environmental assessment, design, and construction projects that are on-going in York Region. Of these projects, only the Highway 427 project will have a direct impact on the GTA West Corridor EA. If both the GTA West Corridor and Highway 427 extension are approved, there will be an interchange between these two proposed highways.	<p>This is a preliminary stage of the Environmental Assessment process, and a specific project (highway, rail corridor etc.) has not been identified. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.</p> <p>The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.</p>	Not applicable.
3	Protect a corridor for the GTA West Corridor and property for a new interchange with Highway 400 in the North Employment Lands.	<p>MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation.</p> <p>MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of</p>	Not applicable.

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		the EA process.	
4	Ensure that the GTA West Corridor EA take into account these municipal studies (Western Vaughan IEA and Highway 427 extension EA) with the objective of creating a comprehensive, effective, and efficient transportation network in the western part of Vaughan.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
5	<p>It would be difficult to fend off pressures to develop the remaining lands in the northern parts of Vaughan over the next 8 years.</p> <p>Potentially more viable alignment alternatives may be eliminated for the GTA West Corridor simply because the current process being used is too long. A more reasonable timeframe is two years.</p> <p>Therefore, in order to protect a reasonable swath of land for the GTA West Corridor in a more timely manner, changing the study design of the EA study or making use of other processes and mechanisms must be investigated.</p> <p>Changing the study design, for instance, to bring forward the environmental constraints mapping component would be a big step towards identifying land within the primary study area that can be released for development. Further, this work could be prioritised such that the areas experiencing the highest development pressures like the City of Vaughan are analysed first.</p>	<p>MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act. The anticipated timelines for the GTA West Corridor study are broken down into key study stages:</p> <ul style="list-style-type: none"> • The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). • Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. • Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. <p>MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation.</p> <p>MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process. At this point in time, a Minister's Zoning Order is not being contemplated for the GTA West</p>	Not applicable.

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		Corridor. We agree that the information developed as part of the environmental constraints mapping will be useful in assisting municipalities to identify land within the Preliminary Study Area that can be released for development by the municipalities. We will consider prioritizing this work so that areas experiencing the highest development pressures are analysed first.	
Presentation to Planning and Development Committee – May 2, 2007			
1	The timeline of the study was questioned and a timeline of 2 years to produce a recommendation was suggested to fit well with the municipal growth strategy currently under development.	MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act. The anticipated timelines for the GTA West Corridor study are broken down into key study stages: <ul style="list-style-type: none"> • The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). • Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. • Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. 	Not applicable.
2	It is their preference to refer to the “City of Vaughan” for the PIC location as opposed to “Woodbridge”.	Your suggestion regarding the change in designation of the PIC location to the “City of Vaughan” as opposed to “Woodbridge” has been noted.	Replace references in text and graphics of ToR.
Letter from Planning and Development Services Department – May 15, 2007			
1	The preliminary study area in the City of Vaughan should cover all of the undeveloped lands between the southern boundary of the Oak Ridges Moraine/Greenbelt and the existing urban development boundary, including all of the lands in	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate	The Preliminary Study Area has been slightly modified to extend to the southern

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	the Highway 400 North Employment Lands.	Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit by addressing the Purpose of the Study.	boundary of the Oak Ridges Moraine.
2	There should be coordination of this study with other on-going studies such as the Highway 400 North Employment Lands studies, the Highway 427 Extension EA, the Highway 427/50 Area Network study and the Western Vaughan IEA.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
3	In Section 5.1, there is no description of the method to be used in assessing alternatives to the undertaking.	Table 5.1 represents the minimum number of considerations for identifying the advantages and disadvantages of the Alternatives to the Undertaking. Specific indicators and measures for the environment will be developed as the study progresses. It is anticipated that the evaluation of alternatives to the undertaking will focus more on how the alternatives address the purpose of the study.	Not applicable.
4	In Section 5.2, under bullet #4 and again in the paragraph before Section 6.1, the draft statements imply that other appropriate agencies would be pursuing actions on the non-MTO components of the "combination solution", presumably in a timely fashion. Of course, ultimately if the combination solution is selected and the EA is approved, the approved EA is not an enforcement tool on which other agencies must comply with.	MTO will work closely with those agencies so that any recommendations to implement improvements under their jurisdiction will be made with direct input from the responsible agencies to ensure that the recommendations are feasible and practicable to be implemented.	Not applicable.
5	On page 6, the paragraph that starts with "At the conclusion of the EA" is a repeat of another paragraph on page 5.	Comment noted. Second instance will be removed.	Revision to 1.2 as noted.
6	On page 14, the table should be labelled as Exhibit 2-1.	Comment noted. Change made to reference in text as opposed to table title.	Revision to 2.3 as noted
7	To assist stakeholders in providing comments to you on the final ToR submission to the MOE, changes to this pre-submission draft ToR should be tracked or highlighted to show the changes based on all	All comments received during this preliminary stage of the EA, from the general public, interest groups, First Nations, and agencies and municipalities were considered by the Project Team. The revised ToR submitted to the Minister	Not applicable.

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	comments.	<p>of the Environment is a reflection of this consultation effort.</p> <p>A Consultation Record has been prepared as required under section 6(3) of the Ontario Environmental Assessment Act whereby a "description of the consultation by the proponent and the results of the consultations" in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval. A comprehensive list of agency / municipal comments submitted in preparation of the ToR, and the associated responses provided by the Project Team, are included in Appendix A of the Consultation Record appended to the ToR.</p> <p>A track changes version will not be provided.</p>	
8	York Region is very concerned about the expected timeframe that is needed in such an EA process in identifying property needs for this potential corridor. Given the development pressures in the City of Vaughan, it would be prudent for MTO to pursue a study process that would reduce the "project" land area as much as possible and as quickly as possible to reduce the possibility of development precluding feasible paths for the GTA West Corridor.	<p>MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation.</p> <p>MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.</p>	Not applicable.
CITY OF VAUGHAN			
Committee of the Whole Report – May 14, 2007			
1	The draft ToR recognizes that both Regional and local municipalities have planning objectives regarding their future growth and development. The EA study will need to take this information under consideration when evaluating potential transportation solutions.	The Project Team is considering relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
2	If it is determined that major provincial transportation infrastructure, such as a 400-series highway, is	As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.)	Not applicable.

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	required to connect to Highway No. 400 it will affect both the Region of York's Growth Management Review process and the preparation of Vaughan's Consolidated Growth Management Strategy-2031.	has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. This study process will be coordinated with other initiatives through ongoing discussions with other study proponents.	
3	The main question after Stage 1 will be whether a 400-series highway will be required to connect to Highway No. 400 in Vaughan or an extended Highway No. 427 or if other measures are warranted.	<p>We are in a preliminary stage of the Environmental Assessment, as such a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.</p> <p>In addition, the draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p>	Not applicable.
4	The completion of the Stage 2 process would identify the alignment to a level of detail sufficient to proceed to secondary planning within the City's "Whitebelt" area. If this is the case, then there is the potential for a six to seven year delay in the preparation of secondary plans for the "Whitebelt" area west of Highway No. 400.	As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. This study process will be coordinated with other initiatives through ongoing discussions with other study proponents.	Not applicable.
5	In the long-term the results of the EA can potentially have a major impact on the physical structure of the City. The alignment would affect the nature of the adjacent land uses, community form and design and	We are in a preliminary stage of the Environmental Assessment, as such a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the	Not applicable.

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	the living environment. In addition, it could also have a major economic impact, which may be positive.	identified problems will be determined during the future EA study process proposed in the draft ToR. This study process will be coordinated with other initiatives through ongoing discussions with other study proponents.	
6	In the short-term it introduces a significant period of uncertainty for the City, which could last between three and ten years. Preliminary population and employment projections emerging from the Region of York confirm that the Whitebelt lands will be required for development if the provincial growth targets are to be met. There is a strong probability that the Whitebelt area at the north end of the City would be the location for new provincial transportation infrastructure.	<p>MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act. Also, we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.) has not been identified yet.</p> <p>The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.</p>	Not applicable.
7	The GTA West EA will impact the OPA No. 637 (the Highway 400 North Employment Lands – Teston Road to the King-Vaughan Line, between Weston Road and Jane Street designated for employment uses) amendment area, particularly the portion between Highway No. 400 and Weston Road.	<p>We are in a preliminary stage of the Environmental Assessment, as such a specific project (highway, rail corridor etc.) has not been identified yet.</p> <p>The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.</p>	Not applicable.
8	<p>The GTA West Corridor EA process introduces an additional element of uncertainty into the future of the northern part of the city. In the worst case, the effect could be beyond a freeze development in the Whitebelt area, it may prevent planning to the secondary plan level for up to seven or more years.</p> <p>The resolution requests that a means be found to plan for and protect any required corridor within a two-year timeframe. This would allow the Region and the City to continue with their planning process with a greater degree of certainty.</p>	<p>MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation.</p> <p>MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.</p>	Not applicable.

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TOWN OF MARKHAM			
Email and Memo from Manager of Transportation – May 18, 2007			
1	The GTA West Study should allow for extending the Corridor eastward to provide good highway connectivity to Markham and must give serious consideration to extending the GTA West Corridor beyond Highway 404 to the Region of Durham. The current study area stipulated in the Terms of Reference should be extended to include a larger study area.	<p>The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p>	Not applicable.
2	Consider providing Higher Order Transit and Higher Occupancy Vehicle Lanes (HOV) and provide connectivity to Markham.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. These alternatives include, but are not limited to, Travel Demand Management, and Improved and/or New Goods Movement by Rail and Improved and/or New Passenger Rail Service. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.
3	The Ministry of Transportation should devise a process and enact appropriate legislation to protect land for the GTA West Corridor at earliest.	MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also	Not applicable.

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		recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation. MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.	
4	Markham staff in consultation with staff of the Region of York want to support the study and wish to remain engaged through all phases of the study.	MTO will continue to consult with local council as the study progresses, as outlined in the consultation plan in Section 8 of the draft ToR.	Not applicable.
5	The study approach must address and provide possible solutions for integrating the affected municipal road network in such areas. In particular, the study should address the role of the North-south Corridor and its integration along Markham's western boundary; and a similar approach should be adopted towards the eastern boundary, including addressing integration of the Highway 404 and its arterial connections with the GTA West facility.	As we are in a preliminary stage of the Environmental Assessment process, a specific project (highway, rail corridor etc.) has not been identified. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
6	The EA Study should address east-west transportation deficiencies and north-south network inter-connectivity to major Regional and local growth centres in York including Markham.	While the GTA West Corridor EA Study will primarily examine east-west travel in the Preliminary Study Area, the transportation demand forecasting for the study will be based on the entire transportation network in the GGH so that future travel to and from cities/communities outside the Preliminary Study Area, such as Markham will be accounted for.	Not applicable.
7	The EA Study should also identify and support Markham and York Regional transportation network in Markham through integrated system of transportation modes to access major nodes and corridors in Markham and adjoining areas.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the	Not applicable.

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		large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	
8	The GTA West Corridor Study should fully consider a number of Markham and York Regional municipal policy documents and planning reports.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
9	The study process should build in sufficient opportunities to seek and fully consider inputs from the general public, stakeholders, elected officials and municipal staff from Markham.	MTO will continue to consult with local councils as the study progresses, as outlined in the consultation plan in Section 8 of the draft ToR, including MAG and RAAG meetings. Participation by all stakeholders is referenced in the ToR, Section 8.	Not applicable.
REGION OF PEEL			
General Committee Meeting Minutes – April 12, 2007			
1	Stressed the importance of the Public Information Centres being held in locations that are close to the affected areas and their residents, namely in Mississauga and Caledon; that decisions be reached, and projects to address transportation needs in the area be undertaken expeditiously.	A PIC was added to the four venues proposed to include the Caledon community. MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the <i>Ontario Environmental Assessment Act</i> .	Not applicable.
2	Expressed disappointment that a PIC location was not serving the area of South Caledon it is believed a future Highway Corridor will be recommended from this EA study. A PIC in this location should not be put off for the next round but for this round of consultation.	As we are in a preliminary stage of the EA, a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the subsequent EA study proposed in the draft ToR. A PIC was added to the four venues proposed, to include the Caledon community.	Not applicable.
3	Expressed concern that there was no PIC located in Mississauga given the potential of a 401/407 widening recommendation.	PICs were held in Brampton and Caledon within the Region of Peel. This was felt to be suitable for the Region.	Not applicable.
4	If the process takes too long to define a corridor and protect the land, development will accelerate and the opportunities will be lost and uncertainty will be	MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also	Not applicable.

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	generated.	recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation. MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.	
5	Coordination with the Highway 427 EA was also discussed as well as potentially tying the process of the two studies together, as the future corridors would most likely be linked. Would not want to hold back the 427 study by tying the process to GTAW study, but coordination between the studies was critical.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area. It is not anticipated that this study will delay the 427 Transportation Corridor EA	Not applicable.
6	Concerns about the infrastructure deficit and the funding available to rectify the study and potential undertakings.	The Growth Plan is a land use and growth management plan that provides guiding principles and policies for directing future growth in the Greater Golden Horseshoe. The funding of the Growth Plan is not part of this study.	Not applicable.
7	What are the civic representation, CN Rail and utilities involvement in the process?	All affected municipalities have staff members participating in the Municipal Advisory Group (MAG). CN/CPR and utility companies have been involved through RAAG, TSP, or as stakeholders. MTO will continue to consult with local councils as the study progresses, as outlined in the consultation plan in Section 8 of the draft ToR, including MAG and RAAG meetings. Participation by all stakeholders is referenced in the ToR.	Not applicable.
General Committee Report – April 17, 2007			
1	The study should examine the impacts of the GTA West Corridor over the entire Region of Peel and the Study Area should be refined as may be necessary. It is important for the ToR to clarify that the impacts of the Corridor will be examined over a much broader area and to confirm that the Study Area will be	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement	The Preliminary Study Area and Influence Area for transportation modeling will be better explained in

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	refined, if necessary, based on these impacts. The entire Region of Peel should be included in such a "secondary study area" over which the impacts will be examined.	as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study. The Influence Area for transportation modeling will include a broader area. Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.	the ToR.
2	Future Public Information Centres should be held at several locations in Peel to allow all affected Peel residents and businesses convenient access	PICs were held in Brampton and Caledon within the Region of Peel. This was felt to be suitable for the Region.	Not applicable.
3	Potential leapfrogging of development, i.e. rapid growth of areas north of the Oak Ridges Moraine, should be considered in the Environmental Assessment.	The ability of alternatives to address the planning visions of the <i>Growth Plan</i> and Official Plans are included as evaluation criteria.	Not applicable.
4	Due to development pressures in several parts of the corridor, there is a serious risk that some corridor opportunities could be lost. It is important that MTO complete the study as expeditiously as possible. It is also important that MTO work with municipalities to take all necessary measures to protect the corridor.	MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation. MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.	Not applicable.
CITY OF MISSISSAUGA			
Email from Transportation and Works Department – May 16, 2007			
1	The City is interested in the study, will be monitoring its progress and would like to participate in the municipal liaison meetings.	Mississauga staff representation will be included in any future Municipal Advisory Group meetings.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
2	Possible impacts on Mississauga, particularly changes to the existing Highway 401/407 interchange may occur if the study proposes a north-south highway linking the Highway 401/407 interchange with this future GTA west highway. This may result in some new ramps being constructed at the interchange of Highway 401/407 possibly along the south side, which may require additional property within Mississauga.	<p>We are in a preliminary stage of the Environmental Assessment process and a specific project (highway, rail corridor etc.) has not been identified. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.</p> <p>The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.</p> <p>Furthermore, the draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area.</p>	Not applicable.
CITY OF BRAMPTON			
Planning, Design & Development Committee Minutes – April 16, 2007			
1	Concern regarding timelines with respect to the establishment of the ToR study process	<p>MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act. The anticipated timelines for the GTA West Corridor study are broken down into key study stages:</p> <ul style="list-style-type: none"> • The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). • Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. • Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. 	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
2	Consideration of the impact of proposed changes to the GTA West Corridor on the road network in Brampton on the west and east boundary of the City, and the impact on potential infrastructure within the City for new developments in the future.	<p>We are in a preliminary stage of the EA, as such a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the subsequent EA study proposed in the draft ToR.</p> <p>The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.</p>	Not applicable.
3	Consideration of existing traffic situation in Brampton. Traffic studies done by the City in the past should be sufficient for the Province to make decisions that would address gridlock in the City.	<p>The EA study process outlined in the draft ToR will involve the collection of data at an increasing level of detail as the alternatives under consideration become more focused.</p> <p>Data will be collected through consultation with ministries, agencies and other stakeholders from secondary sources, prediction models and site-specific field investigations. The precise nature and scope of field investigations will be determined during the EA Study and outlined in workplans for review and comment by stakeholders</p>	Not applicable.
4	The study boundary should include lands up to Highway #9	<p>The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study. A corridor north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the Provincial Growth Plan.</p> <p>Once the EA Terms of Reference has been approved, the</p>	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.	
5	Consideration of measures to protect major corridors under pressure of development.	MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation. MTO will work closely with MPIR, MAH, and municipalities to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.	Not applicable.
Letter from Management and Administrative Services – May 2, 2007			
1	We have no comments related to the above application subject to any new additional information.	Comment noted.	Not applicable.
2	The Province of Ontario should be supported for moving forward with the planning process for the GTA West Transportation Corridor.	Comment noted.	Not applicable.
3	The staff will continue to participate in future Municipal Advisory Group technical meetings.	MTO looks forward to future participation of the City of Brampton with the Municipal Advisory Group.	Not applicable.
TOWN OF CALEDON			
Letter from the Planning and Development Department – February 14, 2007			
1	If improving local arterial roads becomes the preferred alternative, the study should provide cost estimate for the portion of improvement required to serve provincial needs.	We are in a preliminary stage of the Environmental Assessment process and a specific project (highway, rail corridor etc.) has not been identified. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. The potential cost of infrastructure improvements will be incorporated into the evaluation of alternative improvements.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
2	For such a major provincial transportation facility, it is always preferred that the GTA West study area is bounded by provincial highways, wherever possible, to avoid the downloading of provincial traffic onto local roads. They strongly request the Preliminary Study Area for the GTA West Corridor be expanded to include Highway 9.	<p>The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study. A corridor north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the Provincial <i>Growth Plan</i>.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p>	Not applicable.
Presentation to Council – April 17, 2007			
1	Content with the addition of a PIC in the Brampton Fairgrounds in South Caledon on May 8 th . The previous lack of a PIC location in Caledon was a major concern of theirs.	Comment noted.	Not applicable.
2	There is a strong desire to expand the study area to Highway 9. A major concern is the traffic that will increasingly be generated from new residents just north of the Greenbelt (Hwy 9) commuting to the GTA putting a strain on local Caledon Roads. As these commuters are passing through Caledon, they feel they have lost control of their roads and will increasingly be unable to provide an acceptable level of service on their local roads for the community.	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study. A	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>corridor north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the Provincial Growth Plan.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p>	
3	The project team should consider the social impact that this traffic is having in addition to traffic impact. Was extremely disappointed at the limited amount of attention that was given to agriculture which was limited to a single line item on the list of evaluation criteria.	The evaluation process outlined in the draft ToR is designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible. Effects to agriculture and rural land use will be considered in the evaluation of alternatives and we have a knowledgeable agricultural specialist on our team who will assist in the assessment and resource evaluation of agricultural operations/facilities.	Not applicable.
4	Expressed the need for the province to buy land for a transportation corridor once a corridor is defined. Simply freezing the land from development is unfair to constituents and causes unneeded hardships.	As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.	Not applicable.
5	A 400 series Highway would not be a welcome development in Caledon; however they have resigned to the fact that this will most likely be a necessity for the future economic development of Caledon.	As stated above, we are in a preliminary stage of the Environmental Assessment, and a specific project (highway, rail corridor etc.) has not been identified yet.	Not applicable.
Council Resolution and Staff Report from the Planning and Development Department – May 15, 2007			
1	Major transportation infrastructures in proximity to the proposed study area should be considered in the EA	We agree that major transportation infrastructures in proximity to the proposed study area should be	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	study.	considered in the EA study. Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.	
2	MTO should delegate Caledon Council at key decision-making points of the EA process.	Caledon staff is included in Municipal Advisory Group meetings. MTO will continue to consult with local municipalities as the study progresses, as outlined in the consultation plan in Section 8 of the draft ToR.	Not applicable.
3	Disagrees in principle to the proposed plan to make presentations only to Upper Tier and Single Tier Municipal Councils. A Caledon location should be selected for future PIC locations during the EA study.	Presentations were conducted at upper tier government meetings with some presentations inviting the corresponding lower tier governments to attend. The Project Team will assess the necessity and practicality of future presentations to lower tier governments. Some presentations were provided to lower tier municipalities (Brampton, Halton Hills, and Caledon). Similar opportunities will be made available in the subsequent study process.	Not applicable.
4	The EA study must ensure that the criteria to assess the alternatives to the undertaking are sound and fair. MTO should ensure that the GTA West Corridor EA Study does not predetermine a highway corridor until all identified alternatives to this undertaking are thoroughly assessed and need for a highway corridor is justified.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. These alternatives include, but are not limited to, Travel Demand Management, and Improved and/or New Goods Movement by Rail and Improved and/or New Passenger Rail Service. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
Email from Senior Transportation Planner– May 18, 2007			
1	Page 1, 2nd paragraph from bottom: "Georgetown" is NOT identified a growth centre in Places to Growth, and should therefore be removed	Comment noted. Change will be made.	Revision of all references to Georgetown as a growth centre
2	Page 2, last paragraph: Suggested Revision: "Exhibit 1-2 highlights the Preliminary Study Area in which transportation problems and opportunities will be examined initially. <i>Since major transportation infrastructure in proximity to this study area will also be considered, this study area will be refined as the process evolves and is not intended to be a fixed area at this time.</i> "	Comment noted. Change will be made.	The Preliminary Study Area and Influence Area for transportation modeling will be better explained in the ToR.
3	Page 9, 2nd paragraph: Change " <i>within the GTA West Corridor</i> " to " <i>in the GTA West</i> ".	Comment noted. Change will be made.	Revision to 2.0 as noted.
4	Page 14, 2nd paragraph, 1st sentence: Change " <i>within the GTA West Corridor</i> " to " <i>immediately affected by the GTA West Corridor</i> ".	Comment noted, however we feel that within the GTA West Corridor is more appropriate.	Not applicable.
5	Page 14, 2nd paragraph: "Exhibit 2-3" is unfound, it should be " <i>Table 2.1</i> ".	Comment noted. Reference should be Table 2.1	Revision to 2.3 as noted.
6	Page 14, 2nd paragraph: Revise the last sentence to "Both population and employment growth in these municipalities is expected to grow <i>significantly higher than</i> the entire GGH, which is around 47%".	Comment noted.	Change made.
7	Page 15, under "Transportation Problems" 2nd paragraph: Change "(i.e. Highways 401, 427, 410, 400 and 7)" to "(i.e. Highways 401, 427, 410, 400, 10 and 7)".	Comment noted. Change will be made.	Revision to 2.3 as noted.
8	Page 17, last line: Change " <i>within the GTA West Corridor</i> " to " <i>in the GTA West</i> ".	We feel that the existing wording is appropriate.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
9	Page 20, 2nd paragraph: Change the last sentence to " <i>In the Town of Caledon</i> , rolling pasture contrasts with the uniqueness of the Cheltenham (Chinguacousy) Badlands." since the Badland is inside Caledon.	Comment noted. Change will be made.	Revision to 3.0 as noted.
10	Page 22, under "Cultural Environment", 2nd paragraph: Change " <i>within the GTA West Corridor</i> " to " <i>within the preliminary study area</i> ".	Comment noted. Change will be made.	Revision to 3.0 as noted.
11	Page 49, middle: Change " <i>The Bolton Enterprise</i> " to " <i>The Caledon Enterprise</i> ".	Comment noted. Change will be made.	Revision to 8.2 as noted.
12	Page 53, under "Municipalities", 5th paragraph: Remove " <i>Upper Tier and Single Tier</i> " and revise the sentence to " <i>MTO will make presentations to Municipal Councils, as required, at key decision-making points during the EA.</i> "	MTO is committed to making presentation to Upper Tier Councils and will attempt to make presentations to Lower Tier Councils if required and if the schedule permits it.	Revision to 8.6.
13	Page 58: PSW commonly stands for " <i>Provincially Significant Wetland</i> ". " <i>OMAF</i> " should be changed to " <i>OMAFRA</i> " to stand for Ontario Ministry of Agricultural, Food and Rural Affairs". Suggest adding "GIS", "v/c", "DFO", "SARA", "OSAA", "INAC", "LOS", "ORM", and "NEP" into the list.	Comment noted. Change will be made.	Revision to List of Main Abbreviations as noted.
REGION OF HALTON			
Presentation to Planning and Public Works Committee – April 11, 2007			
1	When and how are the public to be made aware of the transportation problems during the study process? How to ensure that public input is duly considered?	Section 8.2 of the ToR provides more detailed descriptions of the plan for public consultation. The measures include Public Information Centres and follow-up activities; Community Advisory Group; and the project website.	Not applicable.
2	What efforts are going to be made to consider rail options?	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	
3	What is the relevance between the 2 studies: GTA West and Niagara-GTA?	<p>These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities.</p> <p>There will be a high level of coordination between these two studies, for example:</p> <ul style="list-style-type: none"> • Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; • Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; • The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa; • Both studies are managed by the same MTO office and same consultant consortium. 	Not applicable.
4	Timeline of the EA process is too long; it does not address economic needs as companies need to make decisions in locating their business where good transportation infrastructure exists.	<p>MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act. The anticipated timelines for the GTA West Corridor study are broken down into key study stages:</p> <ul style="list-style-type: none"> • The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to 	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>Stage 1).</p> <ul style="list-style-type: none"> Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. 	
5	MTO needs to have a financing process/plan to ensure priority projects get implemented.	Comment noted. Financing process/plan is pertaining to implementation after the completion of the EA Study.	Not applicable.
6	Those property owners directly affected by this proposed project should be personally contacted by the MTO.	We are in a preliminary stage of the Environmental Assessment, as such a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.	Not applicable.
7	The GTA West Corridor project is suggested to take into consideration other modes of transportation such as expanding passenger rail service.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.
8	The MTO should provide members of Planning and Public Works Committee with a financial breakdown for the preliminary plan and proposed timelines.	<p>We are in a preliminary stage of the Environmental Assessment, and a specific project (highway, rail corridor etc.) has not been identified yet.</p> <p>The anticipated timelines for the GTA West Corridor study are broken down into key study stages:</p> <ul style="list-style-type: none"> The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to 	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>Stage 1).</p> <ul style="list-style-type: none"> Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. <ul style="list-style-type: none"> 1) Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. 	
Letter from Medical Officer of Health – May 17, 2007			
1	We would like more information included in the ToR describing how air quality impacts will be assessed for the various options. We encourage the use of micro-scale dispersion models that can be used to estimate ground-level concentrations of air pollutants associated with transportation routes.	MTO is currently developing a protocol of air quality assessment in consultation with MOE, Health Canada and Environment Canada. This protocol will be used for this study. Dispersion modeling will be used during the alternative methods and preferred alternative stage.	Not applicable.
2	We hope that improvements in transit on the north side of the GTA and in alternatives to freight transport will be fully considered and assessed as viable alternatives to the addition of a new GTA West Corridor.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.
3	The ToR should require the evaluation of vehicle-related injuries and deaths for each of the transportation options considered.	In Table 6.2 there is a Sub-factor 4.3.1 Traffic Safety that will include consideration of historical roadway safety for potential roadway alternatives. Similarly, consideration will be given to reported accidents for rail and other modes.	Not applicable.
4	The EA ToR should be committed to assess noise levels associated with the different transportation options and identify actions that could be undertaken to mitigate those impacts for each option.	Noise impact assessment will be undertaken in accordance with the MTO/MOE Noise Protocol.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
5	The ToR should include an analysis of greenhouse gases for each of the transportation alternatives assessed.	MTO is currently developing a protocol of air quality assessment in consultation with MOE, Health Canada and Environment Canada. This protocol will include an analysis of greenhouse gases and will be used for this study.	Not applicable.
6	Inclusion of stronger language in the ToR to commit to the accommodation of pedestrian and cyclists would be of great value and would also provide support to ensure that the selected undertaking does not interfere with the connectivity of the community in terms of access to parks and recreational facilities.	As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.) has not been identified yet. The evaluation process outlined in the draft ToR is designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible.	Not applicable.
7	The ToR should identify the overall approach to ensure that parks and recreational facilities will not be displaced and provide assurances that a suitable or equivalent replacement will be put in place if displacement is unavoidable.	As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. The evaluation process outlined in the draft ToR is designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible. Table 6.2 includes factors to examine impacts to parks and recreational facilities.	Not applicable.
8	Specific details of water protection initiatives should be provided as both Georgetown and Acton are predominantly rural areas with small urban centres whose municipal water supply is from ground water sources.	Groundwater and Surface Water are Factors that are to be considered in evaluation of alternatives, as presented in Tables 6.1 and 6.2. Where alternatives can not avoid potential impacts and may therefore impact water sources, water bodies or watercourses, identification will be provided of mitigation techniques that could be adopted to minimize or compensate for potential impacts.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
Region of Halton (Comments prepared by Dillon Consulting)– May 18, 2007			
1	Page 2, top of page: Edit needed - Alternatives to the Undertaking including new and improved roads, transit, rail others, network combinations etc.	Comment noted. Changes will be made.	Revision to 1.0.
2	Page 2: It would be helpful to understand the relationship of this study to the Niagara to GTA Corridor study as the two intersect in the Halton and Hamilton areas. The ToR should explicitly describe how the work for the Niagara to GTA corridor is being integrated into the work for this study and how the study teams and implementation agencies are collaborating and cooperating.	<p>These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities.</p> <p>Highway 401 is the common boundary between the two studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated.</p> <p>There will be a high level of coordination between these two studies, for example:</p> <ul style="list-style-type: none"> • Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; • Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; • The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa; • Both studies are managed by the same MTO office and same consultant consortium. 	Not applicable.
3	Page 3, Exhibit 1-2: In order to fully assess the full range of issues in the GTA West corridor, the initial study area should	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary	The Preliminary Study Area and Influence Area for

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>extend to Kitchener Waterloo and farther north. This study area could be refined during the course of the EA study.</p> <ul style="list-style-type: none"> Bolton/ Woodbridge are already developed to King Road. Realistically, the corridor will be north of Woodbridge and the study area should reflect this. The ToR should also make reference to influences outside of the immediate study area such as growth in Alliston (manufacturing) and Barrie/Innisfill. 	<p>Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>The following reasons are provided as to why the Kitchener/Waterloo area is not included in the GTA West Preliminary Study Area,</p> <ul style="list-style-type: none"> The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K/W. The EA has been approved by MOE. The identification of the Preliminary Study Area is consistent with the Growth Plan directions with respect to the GTA West Corridor (Schedule 6) <p>In addition, once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor including Kitchener-Waterloo.</p>	<p>transportation modeling will be better explained in the ToR.</p>
4	<p>Page 4, Exhibit 1-3: ToR should reference Niagara to GTA Corridor study and explain the interconnection to this project.</p>	<p>There will be a high level of coordination between these two studies, for example:</p> <ul style="list-style-type: none"> Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; The GTA West study process allows the 	<p>No changes required.</p>

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa;</p> <ul style="list-style-type: none"> Both studies are managed by the same MTO office and same consultant consortium. 	
5	<p>Page 5, Section 1.2: The ToR is unclear about the role of the study in defining and implementing the range of projects that will be necessary to meet Provincial policy. The current provincial policy has a clear emphasis on pursuing transit and other non-auto modes of travel before justifying the need for any new auto-based projects/roads. Given, MTO's mandate to build roads for auto-based travel and roads to support transit, it is very unclear how the EA will direct any non-auto based projects through to implementation. There is a perceived bias in having strategic public infrastructure choices being made by a single mandate public agency.</p>	<p>The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p>	Not applicable.
6	<p>Page 5, Section 1.2: Should projects be identified that are within MTO's mandate, it needs to be clearer how projects will proceed through this and subsequent EA processes through the Individual and Class EA processes.</p> <ol style="list-style-type: none"> Will some types of projects conceivably proceed to EA approval through completion of this Individual EA? Will all steps of the EA be completed for all MTO mandate projects identified, or just the first two (need and alternatives to)? Will some projects be deferred to a future Class EA process for all or most steps? How and when will these decisions be made and by whom? 	<p>We feel that this is addressed in Chapter 5 (four categories in Section 5.2</p> <ol style="list-style-type: none"> Yes, if the types of projects include new provincial freeways / transitways All steps of the EA will need to be completed for the ultimate implementation (i.e. construction) for MTO mandate projects. However, implementation of any projects identified will be subject to the government priorities and funding availability. Yes, if projects such as widening to the existing provincial facilities are identified. Stage 1 of the EA will include the examination of the transportation system needs and alternatives to addressing those needs in consultation with the 	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		public and stakeholders. Decisions regarding MTO mandate projects are expected at the end of Stage 1 and those decisions will be made by the ministry based on the study findings.	
7	Page 5, Section 1.2: We recommend that the project be jointly undertaken by all of the public agencies with a mandate for regional-scale transportation in the corridor including as a minimum MTO and GO transit. Alternatively, the Greater Toronto Transportation Authority and/or the Ministry of Public Infrastructure Renewal could be co-proponents. Similarly, if the need for regional roads/projects are identified, it will be important to have these proponents collaborating on project decisions, implementation and finance strategies through the EA process.	MTO does not feel that co-proponency is appropriate at this time as no specific projects have been defined yet. However, MTO will work closely with GO Transit, PIR and the GTTA throughout the EA study.	Not applicable.
8	Page 7, Section 1.4 Statement of Proponency: Same as above	See response for RH-R7 above	Not applicable.
9	Page 9, Section 2., First Paragraph: Not just within the GTA. Need to recognize other centres (Barrie, Alliston).	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.	Not applicable.
10	Page 9, Section 2., Second Paragraph: Not just in the area but within the GGH.	Same as above.	Not applicable.
11	Page 9, Section 2., Fifth Paragraph: This is the first mention of this report (Needs assessment). Is it part of the EA alternative to analysis?	The Needs Assessment Report is intended to document the details of the problems and the evaluation of alternatives to the undertaking.	Not applicable
12	Page 10, Section 2.1: The Niagara Escarpment Commission (NEC) and Oak	As an overarching strategy, the Growth Plan maintains the policy direction of the provincial Greenbelt Plan which	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>Ridge Moraine (ORM) policies on infrastructure need to be included and full considered in the ToR and EA. The ToR should outline clearly that the proponents will work closely with the NEC and ORM staff to set parameters for consideration of projects in these areas.</p> <p>The NEC and ORM parameters for highway need, placement, mitigation and monitoring should be identified clearly and early in collaboration with these agencies.</p>	<p>builds on the Niagara Escarpment Plan, and the Oak Ridges Moraine Conservation Plan, to protect the agricultural land base and the ecological features and functions occurring on this landscape. These plans will be key reference documents to the EA study process and the policies that are inherent in those plans will be incorporated into the study, in part through discussions with stakeholder agencies such as the NEC, MNR and MAH.</p> <p>Factors and Sub-factors that reflect the sensitivities of the Niagara Escarpment and the ORM will be used and any input that is provided by responsible agencies will be considered.</p>	
13	Page 13, Exhibit 2-2: Need to show the study area on this map for reference.	MTO has been requested to use the graphics from other government documents in their original form, with suitable reference.	Not applicable
14	Page 15, Section 2.3, Transportation Problems: The focus of this discussion is on congestion. Other transportation problems including air emissions contributing to health effects and climate change and the lack of transportation options for travelers are not noted. The EA must produce clear problem statements broken down by appropriate sections of the study area where differences in needs, problems and opportunities exist. The analysis of options can then be related to these problem statements and provide matching solutions to them.	The purpose of this section in the ToR is to outline preliminary understanding of the transportation problems in the area. Once the ToR is approved, problems and opportunities will be further identified and refined in the EA.	Not applicable
15	Page 17, Section 2.4: We are supportive of the broad characterization of the EA purpose focusing not only on the MTO mandated areas of core service.	Comment noted.	Not applicable
16	Page 17, Section 2.4, Second Paragraph: This paragraph is confusing. <ul style="list-style-type: none"> How does the Needs Analysis Report relate to 	The Needs Assessment Report is intended to document the details of the problems and the evaluation of alternatives to the undertaking. This will be incorporated	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>the EA study?</p> <ul style="list-style-type: none"> Is it subject to EA approval? Will the needs analysis include an evaluation of alternatives to? Will the EA/Needs Analysis identify and support a transportation network as described under section 2.4 Summary of Purpose? 	into the EA Report that is submitted to the Minister of the Environment.	
17	<p>Page 25, Section 4:</p> <p>This section implies that one alternative method will be chosen. It is not clear how one "alternative method" could result from a network evaluation. Presumably, a number of strategies will combine to provide solutions to the travel issues in the study area (e.g. north south and east west solutions). Thus, a number of EAs (Individual or Class) will emerge from this EA as they would from a Master Plan. How multiple alternative methods will be dealt with needs to be clarified in this section and in the figures.</p>	Comment noted. Changes will be made to clarify the intent of the text.	Modifications have been made to Section 4, 5 and 6 to clarify this concept.
18	<p>Page 26, Exhibit 4-1a:</p> <ol style="list-style-type: none"> How does the Needs Assessment Report fit into this figure? Note that a number of alternatives to and proponents will be identified. Does appropriate study processes refer to proponent and approvals needed to implement selected alternatives? New Transportation Facility should be Facilities. Is the key product of the EA to develop a master plan of strategies and projects to be implemented by a number of proponents with timing and importance associated with each OR is it to identify the need for a highway? The former is the foundation upon which any projects need to stand. There needs to be some certainty of 	<p>The Needs Assessment Report is intended to document the details of the problems and the evaluation of alternatives to the undertaking. This will be incorporated into the EA Report that is submitted to the Minister of the Environment.</p> <p>If a component of the preferred Alternative to the Undertaking is a project which requires MTO to complete an Individual EA, the Study will progress to Stage 2.</p> <p>We feel that this is addressed in 5.2.</p> <p>The key product of Stage 1 will be a transportation development strategy for the GTA West Corridor that will likely include multi-modal solutions.</p> <p>MTO will work closely with those agencies so that any</p>	Not applicable.

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#	COMMENT	RESPONSE	CHANGE TO ToR
	how the projects are to be implemented, scheduled, funded and committed to outside of the MTO mandate.	recommendations to implement improvements under their jurisdiction will be made with direct input from the responsible agencies to ensure that the recommendations are feasible and practicable to be implemented.	
19	Page 27, Exhibit 4-1b: It seems unlikely that only one “method” will emerge even for MTO. Figure should say “preferred methods”.	If a component of the preferred Alternative to the Undertaking is a project which requires MTO to complete an Individual EA, the Study will progress to Stage 2.	Modifications have been made to Section 4, 5 and 6 to clarify this concept.
20	Page 30, Section 5, Bottom of Page: The ToR needs a cleaner statement of how the proponent will adhere to the Province's transit first priority in the identification, optimization and evaluation of options.	<p>The transportation policy direction outlined in the document, Growth Plan for the Greater Golden Horseshoe (2006), includes a transportation network that links Urban Growth Centres through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to intermodal facilities, airports and transit hubs. This policy direction is intended to optimize the use of existing and new infrastructure to support growth in a compact efficient form and recognizes that, in order to build vibrant communities, an efficient transportation system is required for travel within and between built up areas.</p> <p>The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study.</p>	Not applicable.
21	Page 31, Section 5.2: There is reference to one preferred alternative when a system or network of strategies will be the outcome. The approach needs to be clarified.	Section 5 of the ToR provides the list of the Alternatives to the Undertaking to be considered in the EA study, but is not limited to the list. The last Alternative to the Undertaking listed is the “Combinations of the above” and would include different combinations of the Alternatives to.	Modifications have been made to Section 4, 5 and 6 to clarify this concept.

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#	COMMENT	RESPONSE	CHANGE TO ToR
22	Page 31, Section 5.2, Bullets: Mention should be made to Provincial Plans (ORM, Places to Grow, NEC).	Comment noted. Change will be made.	Revision to 5.2 as noted.
23	Page 32, Table 5.1: <ul style="list-style-type: none"> These criteria are very general in nature. A commitment to further refinement and consultation is needed. In addition air and noise effects are discussed within the context of reduced congestion but not with respect to the comparative benefits for air and noise effects of non-auto alternatives versus increased road traffic/highway alternatives. Perhaps this criterion would be more consistently stated as effects on noise levels and regional air quality. It will be important that the criteria reflect the issues, opportunities and effects for each section of the corridor. Each section will contain unique characteristics to be considered as criteria in relation to solving the unique problems for each section. Provincial network connectivity is not mentioned as a criterion and should be added. The last criteria group has “negative” factors, such that rating each criteria would have to be carefully done – i.e. a high number in the first three factors is good; but in “environment” it is bad. Need to invert this in the “sum”. 	Specific indicators and measures for the environment will be developed as the study progresses. It is anticipated that the evaluation of alternatives to the undertaking will focus more on how the alternatives address the purpose of the study.	Not applicable.
24	Page 33, Bullet No. 4: This raises the issue of proponentcy of this EA. If the preferred package will likely include strategies that are outside MTO mandate, there is no commitment to implementation without the other proponents agreeing to the evaluation and outcomes. The GTTA would be	We will work closely with the GTTA during the EA study.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	the more appropriate proponent or a co-proponent with MTO.		
25	Page 35, Section 6, Bullets: This does not encourage or allow for an outcome where more than one method will emerge but rather a suite of projects and methods.	The Alternative Methods stage will only commence if a component of the preferred Alternative to the Undertaking is a project which requires MTO to complete an Individual EA.	Wording to be clarified in the last paragraph.
26	Page 35, Section 6.1: The study area might also be refined based on potential effects/impact areas (e.g. for noise or air).	We feel that this is addressed by the second bullet point in that section.	Not applicable.
27	Page 35, Section 6.2, First Paragraph: It is not clear what stage is being referred to here.	Stage 2 is referred to at the outset of Section 6.0. No change required.	
28	Page 36, Section 6.2, Second Bullet: Reference to only one preferred method.	The Alternative Methods stage will only commence if a component of the preferred Alternative to the Undertaking is a project which requires MTO to complete an Individual EA.	Not applicable
29	Page 36, Section 6.2, Second Last Paragraph: Further explanation of the continuum from Individual EA to Class EA for individual projects would be helpful with examples.	We feel that the current wording is sufficient.	Note applicable.
30	Page 36-37, Section 6.3, Second Paragraph: This assumes the alternative method will involve a corridor. Is this the only outcome that MTO would be involved in (i.e. highways/transitways) under their mandate?	The Alternative Methods stage will only commence if a component of the preferred Alternative to the Undertaking is a project which requires MTO to complete an Individual EA (typically these are new corridors).	Not applicable.
31	Page 37, Table 6.1: <ul style="list-style-type: none"> These considerations are very vague. A commitment to provision of greater detail is needed with consultation. Should the ability to solve the stated problems be a criterion? No mention of cost. These are corridor identification criteria. Criteria should refer to the Sustainable Halton Plan and the Official Plans and growth plans for the municipalities affected. 	Table 6.1 outlines major features to be considered during the generation of alternatives. As noted in Section 6.3, specific guiding principles will be developed during the EA in consultation with stakeholders.	Not applicable.

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#	COMMENT	RESPONSE	CHANGE TO ToR
32	<p>Page 38, Section 6.5:</p> <ul style="list-style-type: none"> The evaluation of alternative methods should refer to benefits and advantages in the criteria as well as the effects. No mention is made of mitigation in the methodology. Reference should be made to when and how mitigation will be considered. It is not clear why the do nothing alternative would be considered at this step as it is usually applied at the alternatives to stage only. 	<p>Effects are defined in this application to be both positive and negative effects and so benefits and advantages are already inferred.</p> <p>Section 6.5 discussed net effects that include consideration of effects on the environment that remain after standard mitigation measures have been applied.</p> <p>It is stated in Section 6.5 that Do Nothing is to be carried forward to represent a base case for comparison to the preferred alternative.</p>	Not applicable.
33	<p>Page 39, Section 6.5, Bullets:</p> <p>Reference should be made to government plans too.</p>	Comment noted.	Plans have been added.
34	<p>Page 40, Section 6.5, First Bullet (Scoring):</p> <p>See comment on Page 32, Table 5.1, which includes,</p> <ul style="list-style-type: none"> The last criteria group has “negative” factors, such that rating each criteria would have to be carefully done – i.e. a high number in the first three factors is good; but in “environment” it is bad. Need to invert this in the “sum”. 	Comment noted	Not applicable.
35	<p>Page 42-43, Table 6.2, “1. Natural Environment”:</p> <p>No reference to noise impacts and noise impact zones and sensitive receptors.</p>	This is addressed in Supporting Document B which provides more detail (i.e. disruptions)	Not applicable.
36	<p>Page 43, Table 6.2, “2.2 Land Use-Community”:</p> <p>No reference to community structure and land use pattern, community connections and linkages (existing and planned).</p>	This is addressed in Supporting Document B which provides more detail	Not applicable.
37	<p>Page 44, Table 6.2:</p> <p>There is no section included summarizing the net effects for the preferred alternative and covering the CEAA effects assessment requirements - for example (from Supporting Document A)</p> <ul style="list-style-type: none"> Interaction of natural systems Listed species and critical habitat 	Coordination with CEAA is discussed in Section 1.3 and Supporting Document A.	Not applicable

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#	COMMENT	RESPONSE	CHANGE TO ToR
	<ul style="list-style-type: none"> Environmental effects from each phase of the project Effects due to climate change Cumulative environmental effects Likelihood of significant adverse effects Capacity of renewable resources affected (e.g. aggregate) 		
38	<p>Page 45, Section 7:</p> <p>The ToR should make reference to specific programs that will be considered and implemented as part of the post- EA phase for consultation and to resolve on-going issues during construction and operation of any facilities such as compensation, on-going involvement of municipal staff and Council, complaints procedures, community commitments strategy, etc.</p>	<p>This section provides a general overview of and a commitment to develop a monitoring strategy. The specifics will be developed during the EA.</p>	<p>Wording will be refined.</p>
39	<p>Page 47, Section 8:</p> <p>How will MTO address comments on the draft TOR? We request that a meeting(s) take place to discuss these and any other comments received by MTO from Halton and an attempt be made to resolve these concerns. We request a letter from MTO subsequent to the meeting(s) describing the issues, attempts at resolution and a record of resolved and outstanding issues.</p>	<p>All comments received during this preliminary stage of the EA, from the general public, interest groups, First Nations, and agencies and municipalities were considered by the Project Team. The revised ToR submitted to the Minister of the Environment is a reflection of this consultation effort.</p> <p>A Consultation Record has been prepared as required under section 6(3) of the Ontario Environmental Assessment Act whereby a “description of the consultation by the proponent and the results of the consultations” in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval. A comprehensive list of agency / municipal comments submitted in preparation of the ToR, and the associated responses provided by the Project Team, are included in Appendix A of the Consultation Record appended to the ToR.</p> <p>All interested stakeholder agencies and public will be invited to review the final ToR through the MOE review</p>	<p>Not applicable.</p>

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		process. The consultation that was provided for this process, including input received from the public, was compiled into a Consultation Record that has been made public and responds to input. Letters will be sent to the agencies that provided input with consistent content to the Consultation Record.	
40	Page 49, Section 8.2, "Public Notification": Local municipal papers for all four municipalities need to be added in addition to Mississauga (e.g. Milton Canadian Champion, Oakville Beaver, and Burlington Post).	The Milton Canadian Champion is on the list of local municipal newspapers that will contain advertisements for each round of PICs and the formal EA Report submission. Oakville and Burlington are outside of the Preliminary Study Area and therefore not listed. The Toronto Star provides outside area notification.	Not applicable.
41	Page 51, Section 8.4: This consultation section is linked to the proponency question.	MTO does not feel that co-proponency is appropriate at this time as no specific projects have been defined yet. However, MTO will work closely with GO Transit, PIR and the GTTA throughout the EA study.	Not applicable.
42	Page 52, Section 8.6: If corridors are identified at any time during the EA process, residents within these corridors should be directly and immediately notified by mail that they are potentially affected and informed of how they can participate. Notification should be by mail, admail and TV/radio particularly for rural areas.	More detailed consultation activities will be developed in the EA. This is addressed in Section 8.0.	Not applicable.
43	Page 67, Appendix B: It seems premature to provide this level of detail when the alternatives to have not been determined.	It is anticipated that interested individuals, groups and agencies will want to understand the types of criteria that will be considered in the subsequent EA study. As such, the detail of the criteria has been provided for review. To date, the Project Team has received useful input on these criteria and is intent on modifying it to better address potential opportunities and impacts that may be associated with alternative improvements to be considered.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
TOWN OF HALTON HILLS			
Presentation to Council – April 30, 2007			
1	The study has taken so long to initiate while growth has been occurring steadily over the last few decades.	MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario Environmental Assessment Act.	Not applicable
2	Concern regarding the future timelines that would lead to construction, and the possibility of interim measures (such as GO Train service) to relieve traffic problems in the Preliminary Study Area.	The anticipated timelines for the GTA West Corridor study are broken down into key study stages: <ul style="list-style-type: none"> • The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). • Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. • Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. 	Not applicable.
3	There was confusion expressed regarding the role of the ToR, and the statement in the presentation that the (draft) ToR would not analyze alternatives. Want reassurance that if the public brought forward concerns regarding alternatives, that these would be incorporated into the process.	The draft ToR reflects a description of factors and criteria that would be used in evaluation but does not include any analysis of alternatives. Section 8.2 of the ToR includes more detailed descriptions of the plan for public consultation. The measures include Public Information Centres and follow-up activities; Community Advisory Groups; and the project website.	Not applicable.
4	Concern for the rail system in the area, and local studies to be considered as the GTA West corridor EA study moves forward. In particular, they requested that the project team take into consideration the "Northern Mainline Passenger Rail Service Study". A suggestion that the CNR single track across the Credit River east of Georgetown should be doubled.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		provides choice for users. Recent studies will be given due consideration in the EA study and any significant improvements to infrastructure will be identified as alternatives to the undertaking are developed.	
COUNTY OF WELLINGTON			
Presentation to Council, May 24, 2007			
1	Gave positive comment to the EA process that was being followed. What stage a corridor would require protection.	<p>Comment noted.</p> <p>As we are in a preliminary stage of the EA, a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the subsequent EA study proposed in the draft ToR. If a new corridor is determined to be a part of the improvement alternative, then protection would occur following Stage 2 of the Individual EA process.</p>	Not applicable.
2	Asked whether a transportation corridor was precluded from the Greenbelt.	Policy areas such as the Greenbelt and the Oak Ridges Moraine would be taken into account in an evaluation process, however new infrastructure is not prohibited in these areas.	Not applicable.
3	Commented that more of an N-S corridor focus needs to be applied and feels that this study is too focused on E-W. Specifically had concerns on the development of Fergus which is outside the study area.	N-S traffic would be considered and areas outside the study would be included in the traffic modeling. This analysis could potentially alert the province to other issues to pursue in other studies however solving the specific issues of N-S traffic through Fergus is not the focus of this particular study.	Not applicable.
4	How the study was involving rail and the Federal Government. Commented that the Federal Minister of Transportation should be involved through this study.	CN and CPR would be actively be involved on the study and federal agencies will also be consulted.	Not applicable.
5	Concerns regarding funding of the project and funding of municipal infrastructure improvements relating to the growth plan.	This is an implementation issue which will follow the completion of the EA Study.	Not applicable.
6	Pleased with this study and is looking forward to opening up this area of the province.	Comment noted.	Not applicable.

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#	COMMENT	RESPONSE	CHANGE TO ToR
TOWNSHIP OF PUSLINCH			
Letter forwarded from Gamsby and Mannerow Engineers – May 2, 2007			
1	We are not aware of any specific issues at this time that should be included within the protocol of the planning process outlined in the draft ToR.	Comment noted.	Not applicable.
TOWN OF GUELPH-ERAMOSA			
Letter from Manager of Public Works– April 17, 2007			
1	We request the opportunity for significant involvement in the Environmental Assessment process. We look forward to being an active participant in the Municipal Advisory Group as well as continue to be advised and consulted of study information and process.	MTO will continue to consult with local municipalities as the study progresses, as outlined in the consultation plan in Section 8 of the draft ToR. MTO looks forward to future participation of the Township of Guelph-Eramosa with the Municipal Advisory Group.	Not applicable.
CITY OF GUELPH			
Letter from Community Design and Development Services – May 28, 2007			
1	Page 15, Section 2.3; Page 31, Section 5.2: Add the following clarification: The consideration of Municipal policy should not be limited to “approved Official Plans” only, but must include all relevant supporting studies, documentations particularly in regard to transportation, land use and the environment.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area. The statement was added to ensure that current approved policies and planning objectives are used. MTO will default to approved policies and plans as draft policies and plans have no formal status.	Not applicable
2	The EA process should reflect up-to-date and ongoing municipal policy direction. The following is a list of some key background studies and documents on municipal policy in Guelph: <ul style="list-style-type: none"> • Community Energy Plan (2007); • SmartGuelph (2003); • Local Growth Management Strategy (in progress); • Transportation Strategy Update (2001); • Guelph-Wellington Transportation Study (2005); • Inter-regional, Inter-modal Transportation 	See CG-L1 above. Data requests and compilation are being carried out through a separate process and are underway. Availability of these studies and documents is noted.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<p>Terminal Feasibility Study (2005);</p> <ul style="list-style-type: none"> • Business Case for Improved Rail Service on North Mainline (2006); • Trail Master Plan (2005). 		
3	<p>Page 15/16, Section 2.3: The ToR should recognize the following related problems:</p> <ul style="list-style-type: none"> a) The current phase of growth in the GGH and the GTA involves a spatial dispersal of residential and employment uses leading to a complex pattern of travel directions quite different from the Toronto-oriented travel that has been the main feature of past travel patterns. b) The spatial dispersal of land use along with demographic changes, and changes in the labour force have resulted in increasing reliance on the automobile and a faster growth rate of the car population. These factors are significant contributors to traffic congestion. c) The supply-side approach to providing road infrastructure in the past has also been a contributory factor to the high use of the automobile and the resulting traffic congestion. 	<p>The ToR fully acknowledges the changes in travel patterns as suggested. (Chapter 1) The ToR outlines the preliminary transportation problems which will be further examined and refined in the subsequent EA Study.</p>	Not applicable.
4	<p>The factors stated previously (above) should be considered in the EA Study especially in regard to travel demand analysis including the impact of TDM measures; and identification and evaluation of alternatives.</p>	<p>Once the EA Terms of Reference has been approved, the travel demand analysis will be carried out in a broad context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence in the travel demand and traffic patterns in the GTA West Corridor.</p> <p>As we are in a preliminary stage of the Environmental Assessment, a specific project (highway, rail corridor,</p>	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		TDM, etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR.	
5	The ToR should indicate that the part of the study area within the GTA has different pressures and priorities compared to the part outside the GTA and that the EA Study should be sensitive to these differences.	<p>The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit by addressing the Purpose of the Study.</p> <p>Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p>	Not applicable.
6	The ToR should recognize the continuation of travel corridors to the West of Highway 6 (the Hanlon Expressway) and that infrastructure improvements are required both east and west of Highway 6.	<p>The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.</p> <p>We are in a preliminary stage of the Environmental Assessment, as such a specific project (highway, rail corridor etc.) has not been identified yet. The nature and location of a transportation solution to address the identified problems will be determined during the future EA study process proposed in the draft ToR. This study process will be integrated with other initiatives through ongoing discussions with other study proponents.</p> <p>The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between</p>	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		Guelph and K/W. The EA has been completed and received approval from MOE.	
7	<p>Improvements to the roadway corridors, as identified in the Guelph-Wellington Transportation Study, are critical for inter-regional transit and regional and US-Canada truck traffic. Roadway corridors include:</p> <ul style="list-style-type: none"> Wellington Road 124 (old Highway 24) – both west and east of the Hanlon Expressway Highway 7 corridor – both east and west of the Hanlon Expressway Highway 6 North including a future by-pass at Fergus A potential north-south corridor, to the East of Guelph, linking the GTA West Corridor, Highway 401, and a future Niagara-GTA Corridor. 	<p>The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p> <p>Recent studies will be given due consideration in the EA study and any significant improvements to infrastructure will be identified as alternatives to the undertaking are developed.</p>	Not applicable.
8	The feasibility for improving rail service in the existing North Mainline corridor along with ridership projections and financial implications is identified in the Business Case for Improved Rail Service on North Mainline and endorsed by the North Mainline Alliance municipalities including London, St. Mary's, Stratford, Kitchener, Waterloo, the Region of Waterloo, Guelph, and Halton Hills.	Comment noted. The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring around the Preliminary Study Area.	Not applicable.
9	The draft ToR does not include much discussion on travel demand analysis that will be undertaken as part of the EA Study. We suggest that the final ToR include a short discussion of the proposed travel demand analysis approach that would (a) address our comments on "Transportation Problems and Opportunities"; and (b) indicate how municipalities will be consulted regarding the development of a traffic-zone system for the study area and the assignment of population and employment to these zones.	<p>Once the EA Terms of Reference has been approved, the travel demand analysis will be carried out in a broad 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 Preliminary Study Area.</p> <p>We note your interest in providing input to the subsequent transportation demand forecasting process for the study.</p>	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
10	With regards to the identification of Alternatives to the Undertaking, we suggest the following changes to the ToR: a) Page 29: The concept and emerging practice of 'congestion pricing' should be explored in the EA Study. It could overlap both TDM and TSM components.	Section 5 of the ToR provides the list of the Alternatives to the Undertaking to be considered in the EA study, but is not limited to the list. The last Alternative to the Undertaking listed is the "Combinations of the above" and would include different combinations of the Alternatives to, including consideration of congestion pricing as a component of TDM, TSM or both.	Not applicable.
11	b) Provide for a specific consultation process that would bring together municipalities, rail service providers/stakeholders and industries in the consideration of rail-based alternatives both passenger and freight transportation. This consultation could be arranged separately for different sections of the Study Area.	We note your interest in participating in an advisory group. Several such groups are being formed for the study – including one for Transportation Service Providers that will consider rail movement of people and goods.	Not applicable.
12	c) Provide for a similar consultation process for transit corridor options involving municipalities and transit operators.	See CG-L11 above.	Not applicable.
13	d) Section 5.2: Specifically include rail and transit operators for consultation.	See CG-L11 above	Not applicable.
14	e) Provide for obtaining municipal, transit and rail agency endorsement of the 'alternatives' that are identified within their jurisdictions.	See CG-L11 above	Not applicable.
15	f) Provide for including Stage 1 of the EA by outlining the sequence of implementation that will ensure that TDM and Transit alternatives are given priority over Roadway alternatives.	Section 5 of the ToR states that public transit will be a priority when generating and assessing alternatives. The transportation policy direction outlined in the document, Growth Plan for the Greater Golden Horseshoe (2006), includes a transportation network that links Urban Growth Centres through an integrated system of transportation modes characterized by efficient public	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>transit, a highway system for moving people and goods with good access to inter-modal facilities, airports and transit hubs. This policy direction is intended to optimize the use of existing and new infrastructure to support growth in a compact efficient form and recognizes that, in order to build vibrant communities, an efficient transportation system is required for travel within and between built up areas.</p> <p>The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. These alternatives include, but are not limited to, Travel Demand Management, and Improved and/or New Goods Movement by Rail and Improved and/or New Passenger Rail Service. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p>	
16	<ul style="list-style-type: none"> Revise Exhibit 1.1 to indicate these changes. 	No change is required.	Not applicable.
REGION OF WATERLOO			
Email from Senior Transportation Engineer – March 5, 2007			
1	The results of the GTA West Study will have significant impacts on Waterloo Region and subsequently would request that the study area be extended further to the west and that Waterloo Region be represented on the Municipal Technical Team.	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>The following reasons are provided as to why the Kitchener/Waterloo area is not included in the GTA West Preliminary Study Area,</p> <ul style="list-style-type: none"> • The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K/W. The EA has been completed and submitted to MOE for approval. • The identification of the Preliminary Study Area is consistent with the Growth Plan directions with respect to the GTA West Corridor (Schedule 6) <p>In addition, once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor including Kitchener-Waterloo.</p> <p>MTO agrees that the Region of Waterloo be represented on the MAG.</p>	
Email from Senior Transportation Engineer – May 18, 2007			
1	The major concern we have is the study area and you have addressed that one as best as you could.	Comment noted. See response for RW-E1 above.	Not applicable.
TOWNSHIP OF EAST LUTHER GRAND VALLEY			
Letter from Mayor – May 16, 2007			
1	The GTA West Corridor should be located further to the north as the capabilities of constructing this Road System would not be impeded by built up areas. It would spur more job related growth and thus eliminate the long commuting to Toronto and surrounding	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	areas. A corridor located further north will also provide economic benefits to communities which have not directly benefited from the Highway 401 corridor and the economic growth in the province.	<p>Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p> <p>Any further refinements to the study area will be considered to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing transportation needs between Urban Growth Centres in the GTA West area.</p>	
2	The Study Area should be expanded to the north to ensure that a reasonable range of alternatives can be generated by the GTA West Corridor EA.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.
MUNICIPAL ADVISORY GROUP (MAG)			
Notes on Meeting – March 6, 2007			
1	Concerns about the definition of the “Preliminary Study Area” and what the area represented and the possibility that the area would not capture all the area transportation issues and solutions.	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown	The Preliminary Study Area and Influence Area for transportation

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p>	modeling will be better explained in the ToR.
2	<p>There is a gap situated partially in the Region of Waterloo once all the major provincial planning studies are overlaid (Hwy 24, NGTA, GTAW, etc.) Therefore at least part of the Region of Waterloo should be included in the GTAW study.</p> <p>Why Kitchener /Waterloo is not included in the GTA West "Preliminary Study Area"?</p>	<p>The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>The following reasons are provided as to why the Kitchener/Waterloo area is not included in the GTA West Preliminary Study Area,</p> <ul style="list-style-type: none"> • The proposed new Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K/W. The EA has been completed and submitted to MOE for approval. • The identification of the Preliminary Study Area is consistent with the Growth Plan 	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>directions with respect to the GTA West Corridor (Schedule 6)</p> <p>In addition, once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor including Kitchener-Waterloo.</p>	
3	There is no transit solution in the completed Highway 7 EA study. Therefore for the GTAW study to fully consider transit solutions, the study area may need to be extended into the Kitchener-Waterloo area.	<p>The Preliminary Study Area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study.</p> <p>The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p>	Not applicable
4	Concerns with regard to traffic volumes on connections between Guelph and Kitchener-Waterloo and whether this would be captured in the study.	Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.	Not applicable
5	Highway 9 would be more appropriate as a north limit. The study area boundary be revised to include	The Preliminary Study Area reflects the Purpose of the Study which is to provide better linkages between Urban	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	Highway 9 at the current phase of the EA study.	<p>Growth Centres in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. This area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing the Purpose of the Study. A corridor north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the Provincial Growth Plan.</p> <p>Once the EA Terms of Reference has been approved, the travel demand analysis will be 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 in the travel demand and traffic patterns in the GTA West Corridor.</p>	
6	Why the Oak Ridges Moraine was a hard boundary while the Greenbelt and the Niagara Escarpment were not?	It is currently anticipated that the north study limit will extend to better accommodate any possible transportation improvements north of Guelph Lake and at Highway 400. Any further refinements to the study area will be considered to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing transportation needs between Urban Growth Centres in the GTA West Corridor Preliminary Study Area.	Not applicable
7	<p>The following issues were discussed in relation to the stakeholders that should be included in the process:</p> <ul style="list-style-type: none"> A question to the PIR's (Ministry of Public Infrastructure Renewal) involvement in the process and whether they were co-proponents in this study. 	PIR are involved through the consultation process, not as a co-proponent; the trucking organizations will be consulted through the EA process through the Transportation Service Providers Advisory Group; and the CEAA is invited to participate early in the process to ensure they are aware of the study scope, although it is	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
	<ul style="list-style-type: none"> Trucking organizations were not specifically included in the proposed consultation process plans. A question of a plan that involves the CEAA in the process. 	too early in the process for a CEAA trigger to be evoked.	
8	Concern was expressed about obtaining viewpoints which represent a broad cross-section of the public. Public polling was raised as a possible part of the process.	Section 8.2 of the ToR includes more detailed descriptions of the plan for public consultation. The measures include Public Information Centres and follow-up activities; Community Advisory Groups; and the project website.	Not applicable
9	The Municipalities should also be made aware of what transpires at the stakeholder meetings such as the RAAG meetings.	Municipalities will have access to the minutes of the meetings as they will be made available publicly through the project website (www.gta-west.com).	Not applicable
10	There was an inquiry as to whether presentations for lower tier local municipalities would be made available.	Presentations were conducted at upper tier government meetings with some presentations inviting the corresponding lower tier governments to attend. The Project Team will assess the necessity and practicality of future presentations to lower tier governments. Some presentations were provided to lower tier municipalities (Brampton, Halton Hills, and Caledon).	Not applicable
11	The municipalities would need the full 9 week review period to review the draft EA ToR. Concern was expressed that if this timeframe was compressed the municipalities would not have the ability to fully review the document.	Municipalities have had adequate time and have provided comments and suggestions, even after the May 18 due date.	Not applicable
12	The PIC's were taking place in the months of April and May on Guelph's Growth Management Strategy. GTAW PIC's should therefore be scheduled to avoid conflicts.	The presentation for the County of Wellington, for which the City of Guelph was invited to attend, was scheduled for May 24, 2007. PIC dates were coordinated with the City to ensure that there were no conflicts.	Not applicable
13	One interpretation of the Growth Plan is that no new highways would be built for people movement since the focus will be on transit. New highway solutions may be considered for goods movement.	That is not the intent of the Growth Plan. The Growth Plan sets moving goods efficiently as the first priority for highway investment. The Growth Plan also recognizes the role of highways in moving people and goods.	Not applicable
14	Is hydro transmission sharing of corridors being considered during this study?	The nature and location of a transportation solution to address the identified problems will be determined during	Not applicable

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		the future EA study process proposed in the draft ToR.	
15	A question was raised as to how traffic growth in relation to airports was being considered.	Transport Canada is currently undertaking a study that will consider traffic growth in relation to air traffic. Also, the system analysis modeling will include traffic growth associated with airports primarily from Toronto Pearson International Airport.	Not applicable
16	A discussion on the appropriateness of the 2031 timeframe for use in the traffic demand forecasting. It was suggested that a longer timeframe would need to be considered to capture the growth needs of the area.	The accurate employment and population projections are only available up to the 2031 timeframe and this timeframe is consistent with the Growth Plan. However future outlooks will be considered beyond this timeframe in a general context-setting nature rather than quantified projections.	Not applicable
17	Concern was expressed regarding the possible initial public impression that this study is preconceived and will recommend a new highway corridor. Comments included the following, <ul style="list-style-type: none"> The EA ToR refers to “the undertaking” and this reference may lead to the understanding that there is a preconceived facility that is being studied. Guelph is considering GTA West as a Highway in their growth plan. The Town of Caledon expressed concern that there would be a roadway recommended through Caledon and would like to be assured that other alternatives be considered equally. 	The EA Act terms have been used; “alternatives to the undertaking” is the term used in the Act and often causes confusion in large scale planning processes. It was noted that wording has been added to the draft ToR to attempt a better explanation of this term “alternatives to the undertaking” and the two-stage EA process description should help to clarify that there is no ‘undertaking’ at this time. Also, the term “corridor” is meant to define a more focused study area and does not refer to a predetermined solution. Both issues need to be clarified by potentially including a glossary in the EA ToR to define “Corridor” and “Undertaking”	Ensure context of terms is clearly stated in ToR.
18	A question whether the statement “Still rely on Highway 401, 407 ETR and Highway 7” on one of the slides was a direction statement.	This is a statement of the current conditions as well as the “do nothing” alternative if it is chosen, not a direction statement.	Not applicable.
19	A question whether the study will be looking at north/south connections as well as east/west.	If a new road-based solution is selected then north/south connections will be considered including linkages from a potential corridor to the existing road network and recommending interchange locations if the road is a highway.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
20	A question whether Highway 400 improvements would be considered.	Improvements to all major existing transportation facilities will be examined. Note that MTO already has EA approved plans for the expansion of Highway 400 to Barrie.	Not applicable.
21	There was discussion on protection of multimodal transportation solutions to be protected for a new corridor.	The draft ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the draft ToR provides a preliminary list of Alternatives to the Undertaking to be considered in the EA study. These alternatives include, but are not limited to, Travel Demand Management, and Improved and/or New Goods Movement by Rail and Improved and/or New Passenger Rail Service. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.	Not applicable.
22	Concern was raised that if a local issue caused study delays it would affect implementation on the entire study area. Was there a plan to segment the corridor to allow progress in one area in order to proceed in others?	It is anticipated that the solution will be a combination of alternatives. The study could identify improvements that are needed sooner rather than later and there is the flexibility in the draft ToR to implement projects separately. This will become clearer at the end of Stage 1 of the EA process.	Not applicable.
23	There was a question as to whether legislative changes would be made with regards to land use once a preferred solution is recommended by the EA process. There was a further question as to whether the EA process was the correct tool to corridor protection or whether something like the Parkway Belt West Plan was more appropriate.	Changes are not anticipated at this time. Current legislative framework requires EA approval before MTO can enact the Public Transportation and Highways Improvement Act (PTHIA) to designate a corridor. MTO recognizes the growing development pressures in the GTA West Corridor study area that could preclude future right-of-ways for potential new corridor. We also recognize that the need, location and timing for any new facility must be established and verified through the EA process with public consultation. MTO will work closely with MPIR, MAH, and municipalities	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		to monitor development activity within the EA study area and investigate appropriate approaches to address corridor protection without compromising the integrity of the EA process.	
24	How will the growth plan be funded and is funding part of the study? A question whether or not looking at the uploading or downloading of transportation services would be considered.	The Growth Plan is a land use and growth management plan that provides guiding principles and policies for directing future growth in the Greater Golden Horseshoe. The funding of the Growth Plan is not part of this study. Uploading or downloading of transportation services is a policy issue related to implementation of certain transportation improvements and as such, is out of scope of the study. However, discussions on those policy issues may take place during the EA study and may benefit from the findings of study. This is an implementation issue and not within the scope of this study.	Not applicable.
25	There may be an issue with a process that presupposes that municipalities and agencies will implement the offshoot solutions. (I.e. inter-regional transit, GO transit, other non-MTO roads). Concern was raised that this EA process has no mechanism to link/implement together with these types of solutions.	MTO will work closely with those agencies so that any recommendations to implement improvements under their jurisdiction will be made with direct input from the responsible agencies to ensure that the recommendations are feasible and practicable to be implemented.	Not applicable.
26	A question as to what the role of the Greater Toronto Transportation Authority (GTTA) had in this study.	MTO will work closely with the GTTA during the EA. MTO made a presentation to the GTTA (Chairman, CEO and staff) on May 22, 2007, and the GTTA has agreed to send a representative to participate in the RAAG.	Not applicable.
27	A question as to whether the NGTA and GTA West studies share a common study limit and if so, could corridors potentially connect. If they connect would these studies not be dependent on each other? Why separate GTA West and NGTA as two different studies?	These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities. Highway 401 is the common boundary between the two studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated.	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		<p>There will be a high level of coordination between these two studies, for example:</p> <ul style="list-style-type: none"> Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa; Both studies are managed by the same MTO office and same consultant consortium. 	
28	A question as to whether greenhouse gas emissions would be a factor in the evaluation of options. If so would this be applied to the “alternatives to” or “alternative methods”?	The regional greenhouse gas emissions would be considered in the “alternatives to” phase of the study. More detailed dispersion modeling would be considered at the alternative methods and concept design stages. A protocol is being developed by MTO in conjunction with provincial and federal agencies to consider greenhouse gas emissions.	Not applicable.
29	Current patterns of growth were part of the problem and would like to see sustainability incorporated into the evaluation.	With regards to the assessment of pollution, health, safety, habitat loss etc. in the evaluation of alternatives, the evaluation process outlined in the draft ToR is designed to select an alternative that avoids, minimizes or prevents adverse environmental effects to natural, social, economic and cultural features, to the extent possible.	Not applicable.
30	A question as to what stage of the study a cost/benefit analysis would be completed.	<p>At the end of the process the advantages and disadvantages of the recommended solution would be presented.</p> <p>Full cost-benefit evaluation methods are rarely (if ever) used in Environmental Assessment Planning in Ontario. The primary reason for this is it is difficult to convert all</p>	Not applicable.

Response to Municipal Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO ToR
		impacts to a dollar value. For this reason we have chosen to use a Reasoned Argument Approach where the evaluation of alternatives and rationale for the decisions will be clearly documented and explained throughout the planning process.	

**APPENDIX C
RESPONSES TO FIRST NATION
COMMENTS DURING THE PRE-
SUBMISSION REVIEW OF THE ToR**

Response to First Nation Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO THE ToR
Six Nations of the Grand River Lands and Resources Staff – Meeting January 22, 2007			
1	Willing to consider the formation of a Six Nations Advisory Group.	MTO suggested the possibility of forming a Six Nations Advisory Group.	Not applicable
Six Nations of the Grand River Lands and Resources Staff – Meeting April 10, 2007			
1	Six Nations have concerns with any project that is located in the Greenbelt or Niagara Escarpment.	Comment noted. These factors will be considered in the evaluation of alternatives.	Not applicable.
2	Six Nations are looking for as much consistency as possible between the various full EA's that are currently underway by MTO.	MTO will continue to make every effort to achieve consistency among the similar EA projects currently undertaken by MTO.	Not applicable.
General Comments on the draft ToR			
3	Remove the word "aboriginal" throughout.	Comment noted. Changes will be made.	Throughout the ToR Replace 'Aboriginal' with 'First Nation' throughout the document.
4	The words 'Elected Council' should be capitalized in the ToR.	Comment noted. Changes will be made.	Throughout the ToR Capitalize the words Elected Council
5	The population rate growth of areas such as Waterloo/ Cambridge is inevitable but highways will have an impact on factors such as groundwater and the highways will encourage even more growth. Rather than more highways, living and working in the same cities and minimizing commuting would be preferable.	The analysis of future travel demand in the study will be based on future land use assumptions and policies outlined in the <i>Growth Plan</i> which encourages live/work relationships in designated urban growth centres. In addition, making effective and efficient use of the EXISTING road and transit system is an important criterion in considering alternatives to address the future transportation needs.	Not applicable
6	The EA has now been approved for Highway 7 between Kitchener and Guelph. Will the extension of Highway 7 New be a possible connection with the possible highway?	Once the EA progresses into the subsequent stage, potential connection between the Highway 7 New and the GTA West Corridor will be considered.	Section 2.3 "Transportation Problems". Change made to include mention of the EA study for the new Highway 7

Response to First Nation Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO THE ToR
			link between Kitchener and Guelph has recently been approved by the Minister of the Environment.
Specific Comments on the draft ToR			
7	In the description of surface water features, clarify that the Grand River refers to the Grand River watershed.	Comment noted. Changes will be made	pg. 20 5th paragraph Clarify that the Grand River refers to the Grand River watershed.
8	The word 'Country' should be replaced with 'Traditional' in the phrase 'effects to areas used for the harvesting of country foods'.	Comment noted. Changes will be made.	Pg. 52 Replace the word 'Country' with 'Traditional' in the phrase 'effects to areas used for the harvesting of country foods'.
9	There was concern with the phrase 'Implications to Land Claim areas and treaty rights'. This will be changed to 'Implications to areas subject to land claim and treaty rights'.	Comment noted. Changes will be made.	Pg. 52 Replace 'Implications to Land Claim areas and treaty rights' to 'Implications to areas subject to land claim and treaty rights'.
Mississaugas of the New Credit Council and Staff – Meeting April 20, 2007			
1	There is a need to identify land claims early in the planning process.	Comment noted.	Not applicable.
2	There should be an awareness of land claims, especially potential land claims within traditional territories. Traditional territories are outlined in the material provided at the meeting.	Comment noted.	Not applicable.
3	Lines of communication with First Nations groups should be open throughout the process	Comment noted. MTO is committed to an open process.	Not applicable.
4	Inquired about registered burial grounds. Have they been investigated and what if non-registered sites are impacted?	Investigations will be undertaken as the study progresses.	Not applicable.
5	MNCFN were familiar with the Factors and Evaluation Criteria and was generally pleased with them. MTO presented the same list at previous meetings.	Comment noted.	Not applicable.
6	Inquired as to what was included in the 'Sacred Grounds' criteria. It was noted that burial ground locations are not	This includes burial grounds and areas used for ceremonial purposes.	Not applicable.

Response to First Nation Comments During the Pre-Submission Review of the Terms of Reference			
#	COMMENT	RESPONSE	CHANGE TO THE ToR
	written down anywhere and are usually found if uncovered naturally or if development occurs. Burial grounds are typically found on high ground, near former villages/encampments.		
7	For consultation requirements with MNCFN, the Council is the governing body and they will determine the appropriate consultation process, dependent upon the issue. They will decide when it is necessary to hold a community meeting on these projects. It is not necessary at this time but the Council will request one when they feel the project details are important to the community.	Comment noted.	Not applicable.
8	MNCFN is a much smaller group than Six Nations and have different communication requirements.	Comment noted.	Not applicable.
9	If MTO wants MNCFN to comment on the projects, it is desirable to meet with Margaret Sault or Council rather than phoning for comments. Meetings should be held on a regular basis, such as at project milestones.	Comment noted.	Not applicable.
10	Would like MTO to consider making resource people, such as staff at the consulting engineering firms, available to assist First Nations groups. MTO should consider using First Nation ancestry/liaison people throughout the process, which would assist the team in a greater understanding of First Nations issues.	Comment noted.	Not applicable.
11	MNCFN publishes a monthly newsletter. The newsletter could document project details to the community when necessary. In addition, 'Turtle Island' and 'Teka' newspapers can be used for project OGN's.	The Turtle Island News and the Tekawennake New Credit Reporter are already included on the list of newspapers used for study notifications.	Not applicable.

APPENDIX D
RESPONSES TO PUBLIC / INTEREST
GROUP COMMENTS – KEY THEMES

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
Preliminary Study Area	General	How were the Preliminary Study Area boundaries determined?	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). The <i>Growth Plan</i> identifies the need for better transportation linkages between some <i>Urban Growth Centres</i> including Brampton City Centre, Vaughan Corporate Centre, Downtown Milton and Downtown Guelph. The boundaries of the Preliminary Study Area were developed to capture an area which included these <i>Urban Growth Centres</i> . The boundaries of the Preliminary Study Area are approximate and subject to refinement as the EA study progresses.
Preliminary Study Area	General	Expand the Preliminary Study Area boundary north to include Highway 9, to include additional communities/roads.	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 north of the existing Preliminary Study Area boundary, in the vicinity of Highway 9, would be well removed from the transportation linkages currently envisaged in the <i>Growth Plan</i> . Once the Terms of Reference is approved by the Ministry of the Environment, the travel demand analysis will be 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 in the travel demand and traffic patterns in the area. As such, the inter-relationship between the traffic on Highway 9 and those in the GTA West Corridor Preliminary Study Area will be examined. The ToR has been modified to better explain this concept.
Preliminary Study Area	General	Expand the Preliminary Study Area farther west to include the Kitchener/Waterloo and Cambridge area to include additional communities/roads.	The proposed improvements to Highway 7 (as a controlled-access highway) between Kitchener and Guelph will address the future travel demand and improve the linkage between Guelph and K-W. Having received environmental approval for the Highway 7 EA, the ministry is now proceeding with the design for a new four-lane highway between Kitchener and Guelph. The GTA West Corridor EA Study will take the approved Highway 7 project as given and examine alternatives to provide better linkages between <i>Urban</i>

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			<i>Growth Centres</i> in the GTA West Corridor Preliminary Study Area, which include: Vaughan Corporate Centre, Brampton City Centre, Downtown Milton and Downtown Guelph.
Preliminary Study Area	General	Expand the Preliminary Study Area farther east to allow for a by-pass of Toronto through to Peterborough.	The Purpose of the Study is to provide better linkages between some <i>Urban Growth Centres</i> identified in the <i>Growth Plan</i> , including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. A connection through to Peterborough in the east is outside of the scope of the proposed EA study; however, it may be identified as one of many linkages that will be required beyond the immediate study area.
Preliminary Study Area	General	Guelph Lakes is a natural barrier. Extend study boundary to north at Guelph end to allow proper corridor options and road connections.	The Preliminary Study Area is subject to modification and refinement as the study progresses to allow more flexibility to connect to the broader existing and future transportation network that would benefit addressing transportation needs between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre, as identified in the <i>Growth Plan</i> . The Preliminary Study area was modified slightly during the consultation undertaken to prepare the ToR. The modifications were designed to address comments related to potential constraints in the north-west and north-east section of the Preliminary Study Area.
Preliminary Study Area	General	Consider traffic deficiencies beyond the Preliminary Study Area to improve traffic conditions in areas of influence surrounding the GTA West Corridor Preliminary Study Area.	Once the Terms of Reference is approved by the Ministry of the Environment, the travel demand analysis will be 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 in the travel demand and traffic patterns in the area. The ToR has been modified to better explain this concept.
Timeframe	General	What kind of time line is anticipated for different stages in the EA process?	To clarify the timelines associated with the GTA West Corridor study, which is being conducted as an Individual Environmental Assessment (EA) under the Ontario <i>Environmental Assessment Act</i> , the anticipated timelines for the GTA West Corridor EA Study are

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			<p>broken down into key study stages:</p> <ul style="list-style-type: none"> o The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). o Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. o Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years.
Timeframe	General	This study is long overdue. Transportation solutions are needed now to address transportation problems currently being experienced.	MTO is committed to undertaking an Individual EA in a timely manner while meeting the requirements of the Ontario <i>Environmental Assessment Act</i> . This includes providing opportunities for public consultation throughout this process. Construction timing is subject to the availability of funds and receipt of the necessary federal and provincial environmental approvals.
Timeframe	General	This study should not proceed until the <i>Growth Plan</i> is fully implemented at a municipal and provincial level. This study should only proceed when all municipalities have brought their Official Plans into conformance with the <i>Growth Plan</i> . In addition, related provincial background studies must be completed to support the <i>Growth Plan</i> .	<p>The Province has been carrying out planning towards a future vision for the Greater Golden Horseshoe for several years. With the release of the Growth Plan and the Greenbelt Plan in 2006, MTO will incorporate the policy directions of these plans into the planning work undertaken by the ministry. GTA West Corridor is one of several planning initiatives in the GGH identified in the Growth Plan that requires planning within the provincial EA process.</p> <p>Population and employment projections and distributions will be developed to be consistent with the policy objectives of the Growth Plan and will be developed in consultation with MPIR, MMAH, and the municipalities.</p> <p>In addition, please note that the GTA West Corridor EA Study is currently in a preliminary stage of the EA process, and must follow the following key stages:</p>

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			<ul style="list-style-type: none"> The EA Terms of Reference is scheduled to be submitted to the Ministry of Environment (MOE) in June (which will determine if the study can proceed to Stage 1). Stage 1 of the EA Study, to identify and prepare a transportation development strategy, will take approximately 2.5 years. Stage 2, to select the preferred alternative method for carrying out the transportation development strategy if MTO is the proponent, will take approximately another 2-3 years. <p>If the Terms of Reference is approved by the Minister of the Environment, the subsequent EA study will consider up-to-date information at an increasing level of detail. Therefore, as the range of alternatives become more focused, evaluations will be based on increasingly detailed information from consultation with local municipalities, and the approved government policies and planning objectives that are in place at that time.</p>
Timeframe	General	The planning horizon for this study needs to be longer (50 years – 100 years). to address long-term transportation problems and opportunities.	The GTA West Corridor EA Study will adopt a planning horizon timeframe to the Year 2031, consistent with <i>Growth Plan</i> , which will provide a clear understanding of the anticipated problems and opportunities in the Preliminary Study Area. Consideration will also be given to trends that can be anticipated beyond the 2031 horizon. This project will also be carried out with due consideration to all other provincial and municipal transportation initiatives in the Greater Golden Horseshoe.
Co-ordination with other Studies	General	How will this study be co-ordinated with other transportation EAs and plans in the Province?	While the GTA West Corridor EA Study will primarily examine east-west travel in the Greater Golden Horseshoe (GGH), the transportation demand forecasting for the study will be based on the entire transportation network in the GGH. In this way future travel to and from cities/communities outside the Preliminary Study Area, such as Peterborough and Fort Erie/U.S., will be accounted for. In addition, the analysis and findings from other MTO and municipal transportation studies, such as the 427 Corridor Extension, Niagara

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			to GTA Corridor, Highway 407 East Extension Corridor and others will be considered and coordinated in the GTA West EA study.
Purpose of the Study	2.0	A Province-wide vision is needed to guide Transportation Planning in the Province. Concerned that individual projects will not address the overall transportation problems across the Province.	<p>The GTA West Corridor EA Study has been initiated to support the transportation policy direction of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006). The <i>Growth Plan</i> outlines the need for infrastructure to connect <i>Urban Growth Centres</i> through efficient transportation links, and provides overall directions for the development of any subsequent transportation plans and strategies in the Greater Golden Horseshoe. Better linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area (Vaughan Corporate Centre, Brampton City Centre, Downtown Milton and Downtown Guelph) are identified as a priority within the <i>Growth Plan</i>, and structure the purpose for the GTA West Corridor EA Study.</p> <p>The Ministry of Transportation is currently in the process of developing a transportation model for the Greater Golden Horseshoe that will be capable of reflecting the policies of the <i>Growth Plan</i>. This transportation model will be used to assist in this study, and other studies in the Greater Golden Horseshoe, to identify problems and assess alternatives.</p>
Travel Demand Analysis	2.0	How will fluctuations in oil prices and consequent consumer demand changes be assessed as part of the EA study?	If the ToR is approved, the travel demand analysis will determine the specific need for any proposed undertaking(s), and will include the consideration 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.
Travel Demand Analysis	2.0	How will changing traveler demographics (i.e. aging population) be considered in the EA study?	In the proposed EA study, alternatives will be evaluated against their ability to provide transportation choice for users. Consideration of traveler demographics will be considered at a broad level during the first stage of the EA process.

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
Transportation Problems and Opportunities	2.3	There is not enough east/west road capacity/ GO Train service/ local transit in the study area.	The nature and location of a transportation solution to address the identified problems will be determined during the subsequent EA study process proposed in the ToR.
Transportation Problems and Opportunities	2.3	Development is precluding corridor opportunities.	While the selection of a preferred transportation improvement strategy has not yet been determined, MTO recognizes that growing development pressures in the GTA West Corridor Preliminary Study Area could potentially preclude future transportation linkages due to impending development in some areas. To address this issue, the ministry intends to coordinate with municipalities in the study area to monitor development activities and to share technical information from the study so that linkage options are not precluded.
Transportation Problems and Opportunities	2.3	Make use of existing corridors (i.e. hydro corridors, rail right-of-ways etc.) to avoid unnecessary fragmentation of environmental features.	If a "New Roadway or Transitway" is identified as a preferred "Alternative to the Undertaking" in the first stage of the EA study process, opportunities to make use of existing corridors will certainly be examined. Underlying principles to the generation and evaluation of "Alternatives to the Undertaking" include avoiding or protecting environmental features, and making effective and efficient use of existing infrastructure.
Transportation Problems and Opportunities	2.3	Consider transportation solutions that have been implemented in other Provinces or internationally to ensure all reasonable and innovative transportation solutions are examined.	The Project Team will consider relevant transportation studies and Environmental Assessments as the study progresses, including current transportation planning occurring out of province and internationally. Our specialist team includes an extensive group that is familiar with similar initiatives elsewhere in world. This resource will be used as the study proceeds.
Alternatives	5.0	Prefer a rail/ highway/ transit/ transportation demand management solution to address the transportation problems and opportunities in the study area.	We are in a preliminary stage of the Environmental Assessment process and a specific project (highway, rail corridor etc.) has not been identified. The nature and location of a transportation solution to address the identified problems will be determined during the subsequent EA study process proposed in the ToR. The ToR represents a commitment from MTO to examine a variety of alternatives to meaningfully address the transportation problems

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			<p>and opportunities in the GTA West Corridor Preliminary Study Area. Section 5 of the ToR provides a preliminary list of “Alternatives to the Undertaking” to be considered in the EA study. Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution that provides choice for users.</p> <p>The focus will be to provide for a transportation network that links <i>Urban Growth Centres</i> through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to inter-modal facilities, airports and transit hubs.</p>
Alternatives	5.0	Prefer rail solutions for moving goods.	Due to the extensive interest expressed in rail transportation solutions, the Preliminary Study Area has been expanded to include an additional major rail corridor, south of the 401.
Alternatives	5.0	Prefer transit solutions for moving people.	Please note that Section 5 of the ToR states that public transit will be a priority when generating and assessing alternatives.
Alternatives	5.0	Prefer solutions that encourage cycling, and pedestrian travel.	The proposed EA study will examine Transportation Demand Management (TDM) alternatives to shift demands on the existing transportation network to alternative modes of transportation, principally transit, cycling and walking. However, given the complex nature of the transportation problems and size of the study area, it is anticipated that a multi-modal transportation development strategy, comprised of a combination of alternatives from the preliminary list of “Alternatives to the Undertaking” listed in Section 5.0.
Environmental Effects	5.0, 6.0 Supporting Document B	Generally concerned about environmental effects.	The GTA West Corridor Environmental Assessment Study is an environmental planning process, required by law, to ensure the Ministry of Transportation examines alternative ways of addressing transportation problems and opportunities in selecting a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
			<p>alternatives on the natural, socio-economic and cultural environments.</p> <p>The evaluation process outlined in the ToR is designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible. Specifically, Table 5.1 of the ToR outlines how environmental features will be considered at an early stage of the proposed EA study, when assessing functionally different transportation modes and networks. As the EA study progresses and the range of alternatives become more focused, more detailed environmental investigations will be undertaken. The proposed evaluation factors and criteria for alternative methods are described further in Supporting Document B of the ToR.</p>
Environmental Effects	5.0, 6.0 Supporting Document B	Protect the Greenbelt, the Oak Ridges Moraine and other conservation areas.	The ToR proposes an EA process that is designed to carefully consider potential impacts to environmental features including the Greenbelt, Niagara Escarpment, Oak Ridges Moraine and other conservation areas in the generation and evaluation of alternatives.
Environmental Effects	5.0, 6.0 Supporting Document B	Protect agricultural lands, and the interests of farmers and rural landowners.	<p>This study maintains the underlying principle to protect prime agricultural land consistent with provincial policy direction in the <i>Growth Plan</i> (2006) and <i>Greenbelt Plan</i> (2005).</p> <p>The proposed EA study framework described in the ToR has been designed to evaluate alternatives based on a number of environmental criteria, which include agriculture and rural land use. We have a knowledgeable agricultural specialist on our team who will assist in the assessment and resource evaluation of agricultural operations/facilities.</p> <p>In addition, the public outreach and consultation planned for the EA study will allow the public to provide input to the decision making process, including six further rounds of Public Information Centres at key study stages and milestones.</p>

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
Environmental Effects	5.0, 6.0 Supporting Document B	How will air quality be assessed as part of the subsequent EA study? How will climate change be considered in this assessment?	<p>As the study progresses, specific measures of the effects on air quality will be developed. Stage 1 of the EA study will include an assessment of regional air quality including an examination of greenhouse gas emissions associated with the various alternatives. Once a preferred "Alternative to the Undertaking" has been selected more detailed air quality modeling will be undertaken during Stage 2 of the EA Study. Supporting Document B of the ToR provides a summary of the evaluation factors, criteria, rationale and data source for environmental factors, such as air quality, to be considered during Stage 2 of the EA study process when the location and design of alternatives ("Alternative Methods") are known.</p> <p>The assessment in a subsequent EA study will proceed with the recognition that greenhouse gas emissions contribute to climate change, however, specific measures and work plans for assessing potential environmental effects relating to air quality and climate change will be completed during the subsequent EA study.</p>
Environmental Effects	5.0, 6.0 Supporting Document B	The GTA West Corridor must not encourage urban sprawl, which has a number of negative environmental effects.	<p>This study has been initiated to support the policy directions of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006), which was designed specifically to direct growth to built-up areas, where the capacity exists to accommodate the expected population and employment growth. Subsequently, this EA study will focus to provide better transportation linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area identified in the <i>Growth Plan</i> (including Downtown Guelph, Downtown Milton, Brampton City Centre, and Vaughan Corporate Centre) through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to inter-modal facilities, airports and transit hubs.</p>

Response to Public / Interest Group Comments- Key Themes			
Theme	ToR Section Reference	Comment	Response
Environmental Effects	Table 5.1	Include a new "Cost" Factor, in the evaluation of Alternatives to the Undertaking (including a comparison of capital cost, resource requirements and operation and maintenance costs)	Please note that the evaluation factors and criteria in Table 5.1 will be further refined and modified during the EA study along with the development of specific measures. We will consider the inclusion of evaluation criteria for potential ease of implementation considering relative cost (where possible and appropriate)/feasibility/difficulty of physical, property or environmental constraints.
Public Consultation	8.0	How do I become involved in the GTA West Corridor EA Study, as a representative of my community/ interest group?	<p>Individuals may apply for membership of the Community Advisory Group (CAG) that will be formed if the ToR is approved by the Minister of the Environment.</p> <p>It is anticipated that the CAG will include representation from several stakeholder/interest groups, organizations, and individuals in and around the Preliminary Study Area. It will meet at key points during the study to provide input to the Project Team on identified issues.</p> <p>CAG application forms were available at the Public Information Centres held during the preparation of the ToR. In addition, application forms are available on the project website at www.gta-west.com.</p>
Funding	n/a	Will this be a toll road? Will MTO consider alternative funding arrangements, such as levy's on new home construction?	A preferred alternative has not been selected at this time. However, the Ontario government is committed to considering innovative ways to fund new infrastructure projects. Funding is an implementation issue that may be examined at a later stage in the EA study.
Growth Plan Greenbelt Plan	n/a	Changes should be made to the Greenbelt Plan and Growth Plan. Development is currently "leap-frogging" the Greenbelt.	Please be aware that any changes to the Greenbelt Act or Greenbelt Plan are outside of the scope of this study. These comments were forwarded to the Ministry of Public Infrastructure Renewal and Ministry of Municipal Affairs for their consideration.

APPENDIX E

VISUAL OF THE PROJECT WEBSITE



GTA West Corridor Environmental Assessment Terms of Reference and Environmental Assessment Study

New: Caledon PIC May 8th. Click on Consultation a

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Welcome

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) Study for the GTA West Corridor. The first step in this study process is to prepare an EA Terms of Reference (ToR). Additional information on the EA process can be found on the [Study Process](#) page.

This website provides interested parties with access to information and access to the Project Team that is carrying out the EA Study.

To proactively plan for future infrastructure needs, MTO has commenced the formal EA process to examine transportation problems and opportunities and consider alternative solutions to provide better linkages to *Urban Growth Centres* within the GTA West Corridor.

The GTA West Corridor Environmental Assessment ToR, currently being developed, will outline the minimum considerations and study framework that will be followed in completing this EA.

We encourage you to review the contents of this website and provide us with your feedback. Details on public consultation activities to be undertaken and how you can participate will be included in the [Consultation and Outreach](#) section of this website.

Currently we draw your attention to the [Background](#), [Frequently Asked Questions \(FAQ\)](#), [Consultation & Outreach](#) and [Maps and Reports](#) sections of this site.

If you wish to be added to our mailing list or submit comments or questions please go to the [Contact Us](#) section of this website.

WHAT'S NEW





[Click on the image for a larger view](#)

Project Schedule

To view the current list of meetings and events, and project tasks please visit the [Consultation & Outreach](#) Page.

Project Contacts

The Project Team will be seeking public input on project and community issues throughout the duration of the project. Updates on study progress and consultation activities will be provided.

Persons interested in being placed on the contact list for this project are encouraged to [contact us](#).



Upcoming Events

An additional Public Information Centre has been arranged on May 8, 2007. Please click on the following link for more details:

[Notice of Additional Public Information Centre](#)

002511

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WHAT'S NEW

Background and Purpose

Over the last several decades Central Ontario has evolved from a Toronto-based employment centre to a large geographic area with many centres of economic activity and concentrations of employment and population. Travel demand is now more dispersed, moving between employment areas and residential nodes within and outside the Greater Toronto Area (GTA). Future population and employment growth in major urban centres will result in an increase in inter-regional and inter-nodal travel demand across the Greater Golden Horseshoe (GGH).

To meet the challenges of future growth in the GGH, the Province released the [Growth Plan for the Greater Golden Horseshoe](#) in February 2006. The *Growth Plan* outlines a set of policies for managing growth and development and guiding planning decisions in the GGH over the next 30 years. A GTA West Corridor is identified in the *Growth Plan* as part of the policies for infrastructure to support growth.

Prior to the Province's *Growth Plan*, a number of studies, including MTO's Central Ontario Strategic Transportation Directions (Draft 2002) indicated that MTO should examine the long-term transportation needs to address future growth in the GTA from Highway 400 westerly to the Guelph area. The GTA West Corridor, identified in the *Growth Plan* as a "Future Transportation Corridor", represents a strategic link between The City of Guelph and the *Urban Growth Centres* in the west of the GTA (e.g. Downtown Milton, Downtown Brampton, Vaughan Corporate Centre).


As the economic activities in the GGH evolve from a Toronto Central Business District (CBD) base to an economy of multiple centres, the Guelph-Kitchener/Waterloo-Cambridge triangle is becoming an important centre in addition to Toronto's CBD. The concentration of population and employment in the Guelph-K/W-Cambridge area introduces new transportation challenges in the western portion of the GGH. This is true not only for the continuing needs of commuter travel due to the proximity to the GTA, but also for the increasing need for goods movement between multiple centres.

It is important that MTO takes a comprehensive and long-term approach in planning for future transportation infrastructures to meet the anticipated challenges. The system planning approach must also reflect the government policy objectives as outlined in the *Growth Plan*. These policy objectives identify and support a transportation network that links *Urban Growth Centres* through an extensive multi-modal system anchored by efficient public transit, together with highway system for moving people and goods.

This EA Study will support the transportation objectives of the provincial *Growth Plan* for the Greater Golden Horseshoe by providing for the efficient movement of people and goods within the corridor.

The purpose of this EA Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages to *Urban Growth Centres* within the GTA West Corridor. The Preliminary Study Area for the corridor is shown on [this map](#).

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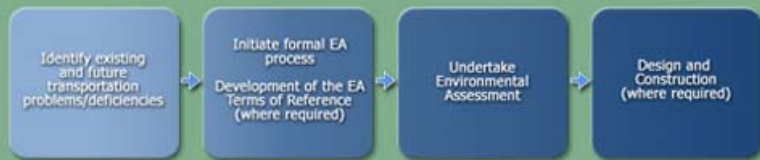
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Study Process

All major infrastructure projects in the province of Ontario are planned using a similar process. MTO undertakes the following process in planning complex transportation projects:



```
graph LR; A[Identify existing and future transportation problems/deficiencies] --> B[Initiate formal EA process  
Development of the EA Terms of Reference (where required)]; B --> C[Undertake Environmental Assessment]; C --> D[Design and Construction (where required)];
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One of the features of the Ontario Environmental Assessment Act (1997) is the requirement for the preparation, submission and approval of a Terms of Reference (ToR) before work can begin on an Environmental Assessment (EA). If approved by the Minister of the Environment, the ToR will set out a framework that will guide the preparation of the EA. The approval of the ToR is the first statutory decision by the Minister of the Environment in the EA planning and approval process. As part of the formal submission/ approval process, the ToR is submitted to the Ministry of the Environment (MOE) for public and government agency comment and review. As per the Act, the EA Study will be consistent with the approach and requirements set out in Section 6.1 (2) of the Act.

The draft ToR, which outlines the study process to be carried out is now available for review at local libraries, and by clicking on [this link](#). The ToR:

- Purpose for the undertaking;
- Range and types of alternatives to be considered (both 'alternatives to the undertaking' and 'alternative methods of carrying out the undertaking');
- Process for selecting preferred alternatives;
- A description of the Consultation Plan proposed for the Environmental Assessment; and,
- A commitment to carry out compliance monitoring.

If the ToR has been approved this page will be updated to outline the process to be followed to complete the EA Study.

Further information on the Ontario Environmental Assessment Act, can be found on the [EA Legislation](#) page of this website.

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Schedule

The draft ToR, which outlines the study process to be carried out, is now available for review at local libraries, and by clicking on [this link](#). The following schedule identifies the anticipated timing of key deliverables in this process:


- Release of Draft Terms of Reference – March 15 2007
- Comments Requested on the Draft ToR by – May 18 2007
- [Formal Consultation on draft ToR](#) – March to May 2007
- Revise ToR based on results of Consultation – June 2007
- Submit ToR to Minister of the Environment – June 2007

It should be noted that as part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making a decision.

Once the ToR has been submitted, this page will be updated to provide additional details on the anticipated schedule for completing the Environmental Assessment Study.

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Consultation and Outreach

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Notices

[Notice of Study Commencement \(January 2007\)](#)
[Notice of Public Information Centre \(Round\) #1 \(April 2007\)](#)
[Notice of Additional Public Information Centre \(April 2007\)](#)

Draft Terms of Reference (ToR)

The [draft ToR](#) is now available for review. Comments are required by May 18th 2007. Copies of the draft ToR can be downloaded from this website or viewed at local libraries. Click here for a list of [local libraries](#) where the [draft ToR](#) has been made available.

Public Information Centres (PICs)

An additional PIC has been arranged at the date and location in the table below. The PIC will be conducted as a drop-in format with members of the Project Team available to discuss the study and to respond to questions or concerns.

Tuesday May 8th, 2007
Brampton Fair Grounds, Hall
12942 Heart Lake Road
Caledon, ON
4:00 to 8:00 p.m.

The first round of Public Information Centres (PICs) were recently arranged to allow stakeholders the opportunity review and discuss the draft ToR. The PICs were scheduled as follows:

Mon April 16, 2007	Wed April 18, 2007	Mon April 23, 2007	Tues April 24, 2007
Holiday Inn Select Brampton – Caledon Room 30 Peel Centre Drive Brampton, ON	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge ON	River Run Centre - Canada Company Hall 35 Woolwich Street Guelph, ON	Cultural Centre – Gallery 9 Church Street Georgetown, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

The dates and locations were advertised in local newspapers and sent through letters and emails to the external agencies and individuals on our contact list.

Please click on the following link to download the display materials for this first round of Public Information Centres:

- [PIC Display Material](#) (PDF/ 3 MB)

The maps included in this file are also available to download at a greater resolution at the following links:

- [Existing and Proposed Development](#) (PDF/ 1MB)
- [Existing Designated Features](#) (PDF/ 1MB)
- [Existing Drainage System](#) (PDF/ 1MB)
- [Existing Land Use Policy Areas](#) (PDF/ 1MB)
- [Existing Major Transportation Infrastructure](#) (PDF/ 3MB)
- [Preliminary Study Area](#) (PDF/ 2MB)

June 2007

Appendix E ● Page 5

Additional Consultation

Consultation activities will be held as required throughout the EA Study. These activities will facilitate additional dialogue and resolve outstanding concerns and issues that may arise during the development of the Terms of Reference and EA process. Additional details will be provided in advance of these study events.

Potential Advisory Groups

- [Citizens Advisory Group](#)
- [First Nations](#)
- [Municipal Advisory Group](#)
- [Regulatory Agency Advisory Group](#)
- [Transportation Service Advisors](#)
- [Industrial and Business Advisory Group](#)

Citizens Advisory Group (CAG)

As the study progresses, a Citizens Advisory Group will be formed. This group will include representation from major stakeholder groups, organizations, and individuals in and around the Preliminary Study Area. If you would like to be considered for participation on the CAG, please refer to the [Community Advisory Group Application Form](#). It is anticipated that the CAG will be formed once the Terms of References are approved.

First Nations (FN)

First Nations within the GTA West Preliminary Study Area will be engaged throughout the study process.

Municipal Advisory Group (MAG)

Based on the geographic context of the Preliminary Study Area, the City of Guelph, County of Wellington, and Regions of Halton, Peel and York (including lower tier municipalities) are represented on the municipal advisory group and will be consulted throughout the duration of the EA Study.

The first meeting of the MAG was held on March 6, 2007. The notes of this meeting can be viewed by clicking on the following link:

[MAG Meeting #1 Notes, March 6 2007](#)

Regulatory Agency Advisory Group (RAAG)

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments.

The first meeting of the RAAG was held on March 9, 2007. The notes of this meeting can be viewed by clicking on the following link:


[RAAG Meeting #1 Notes, March 9 2007](#)

Transportation Service Providers (TSP)

Representatives from major transportation service providers of transport companies, public transit, commercial coach services, rail service providers and air service will provide insight into the details of existing and potential future transit operations and goods movement related to the GTA West Corridor.

Industrial and Business Advisory Group (IBA)

This group will provide input on the overview of economic conditions in the Preliminary Study Area, as well as on area transportation system problems and opportunities.



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Newsletters and Fact Sheets

Newsletters and Fact Sheets will be added as this study progresses.

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EA Legislation

Ontario Environmental Assessment Act (OEAA)

An Environmental Assessment, or EA, is a decision-making process used to promote good environmental planning by assessing the potential effects of certain activities on the environment. In Ontario, this process is defined and finds its authority in the Ontario Environmental Assessment Act (OEAA), RSO 1990. The purpose of the OEAA is to provide for the:

- protection;
- conservation; and,
- wise management of Ontario's environment.

To achieve this, the OEAA ensures that environmental problems or opportunities are considered and their effects are planned for, before development or building takes place.

The OEAA requires that MTO, complete an Individual EA that complies with the requirements of the Act by:

- accurately describing the undertaking;
- considering 'alternatives to the undertaking';
- considering alternative methods for the undertaking;
- consulting with the public;
- detailing impacts and mitigation; and,
- documenting all of the above for public review.

[Ontario Environmental Assessment Act](#)

Canadian Environmental Assessment Act (CEAA)

In addition to the Ontario Environmental Assessment Act (OEAA), the Canadian Environmental Assessment Act (CEAA) subjects some projects to a federal EA process. The federal process is conducted either as a Screening or a Comprehensive Study.

A Screening under the CEAA must include:

- description of the project;
- description of the existing environment;
- the environmental effects of the project including cumulative effects, and the effects of possible accidents or malfunctions;
- the significance of environmental effects;
- technically and economically feasible measures that would reduce or eliminate any significant adverse environmental effects of the project;
- comments from the public that are received in accordance with the Act and the regulations; and,
- any other matters relevant to the screening that the responsible authority may require to be considered.

The majority of federal projects are assessed through a screening; however, some projects require a comprehensive study. These projects are described in the Comprehensive Study List Regulations.

Early on in the comprehensive study, the Minister of the Environment has to decide whether the project should continue to be assessed as a comprehensive study, or whether it should be referred to a mediator or review panel. If the Minister decides the project should continue as a comprehensive study, the project can no longer be referred to a mediator or review panel.


For more information, please go to the Canadian Environmental Assessment Agency Web site at www.ceaa.gc.ca.

The Canadian Environmental Assessment Agency has the responsibility for administering the Canadian Environmental Assessment Act and;

- promotes environmental assessments as a planning tool to protect and sustain a healthy environment;
- promotes co-ordination among federal agencies and with provincial agencies;
- through workshops and training programs, creates an awareness of the Canadian Environmental Assessment Act and how it applies; and,
- acts as a resource to federal authorities with responsibilities under CEAA, to proponents and to the public in interpreting CEAA.

[Canadian Environmental Assessment Act](#)

[Basics of Federal Environmental Assessment and Screening Process](#)



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FAQ

1. How is the study related to the role of the GTTA and its inter-regional Transportation Plan?

The Greater Toronto Transportation Authority (GTTA) is mandated to develop a transportation plan for the GTA and Hamilton. The GTTA legislation requires the GTTA transportation plan to conform to the Growth Plan. Given the GTA West Corridor is identified as a future transportation corridor in the Growth Plan, the ministry will work closely with the GTTA to ensure information and findings from the GTA West Corridor Planning and EA Study will be considered in development of the GTTA Transportation Plan.

2. Why is MTO proceeding with an EA for this area without a provincial/regional transportation plan or strategy that identifies priorities?

The Proposed Growth Plan for the Greater Golden Horseshoe (GGH) indicates that most of Ontario's growth to 2031 will occur south of the Oak Ridges Moraine, east of the Niagara Escarpment. To prepare for this future growth, the province needs to plan for infrastructure that can connect urban growth centres and move people and goods efficiently. The objective of maintaining an efficient transportation link between the GTA West Corridor is a priority within the plan. Any subsequent plans or strategies must conform to the Growth Plan so this initiative will remain a priority.

3. How does the GTA West Corridor planning study relate to the Sub-Area Assessment of the Proposed Growth Plan?

The Sub-Area Assessment (SAA) work will identify phasing, coordination and investment for infrastructure planning and investment. Through coordination with MPIR and regional and local stakeholders, the analysis, findings and recommendations from this planning study will inform the SAA about work relating to the GTA West Corridor.

4. Why are the N-GTA and GTA West conducted as two different studies? Do they share a common study limit? Could corridors identified from the two studies potentially connect?

These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and opportunities. Accordingly, the direct connection of new transportation facilities within the preliminary study areas is not an objective of either study.

Highway 401 is the common boundary between the two studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated.

There will be a high level of coordination between these two studies, for example:

- Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting;
- Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives;
- The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa;
- Both studies are managed by the same MTO office and same consultant consortium.

5. What is the relationship between the GTA West Corridor Study and other MTO projects?

While the GTA West Corridor will primarily examine east-west travel in the GGH, the planning study will also consider the entire transportation network in the GGH and connections to existing and proposed facilities such as Highway 7 and Highway 410 along with the proposed Highway 427 extension. Therefore, analysis and findings from current MTO transportation studies will be considered and coordinated in the GTA West planning study.

6. The Growth Plan shows the GTA West Corridor crossing the Niagara Escarpment. Does the Provincial Greenbelt Plan allow for this?

Section 4.0 of the Greenbelt Plan recognizes the need for infrastructure to support economic growth in Ontario. In this respect, the Plan permits all existing, expanded or new infrastructure subject to approval under relevant legislation (e.g. Ontario EA Act) within the Protected Countryside, provided that the infrastructure supports agriculture, recreation, and tourism and serves significant economic growth and development expected in Ontario.

7. What role will 407 ETR play in the MTO study?

407 ETR forms part of the Transportation System through York/Peel and will be considered in the study from the viewpoint of improving the overall transportation network to meet future demand. This corridor can also accommodate future dedicated transit infrastructure along its length. In the event future expansion of 407 is identified as one of the solutions to serve a broader provincial transportation objective, the province will work with 407 ETR to implement the required expansion.

8. What is MTO's response to local development applications that could potentially block off the right-of-way of a new GTA West corridor?

MTO recognizes the growing development pressures in the GTA West Corridor study area could preclude any future right-of-ways. To ensure this is minimized and all options are left open, the ministry intends to work with municipalities in the study area to monitor development activities and to share technical information from the study so that the municipalities may potentially use their interim land use planning controls to ensure corridor options are not precluded.

9. Is tolling going to be considered in the study?

No. This study will examine all reasonable alternatives to address the identified transportation problems and opportunities within the GTA West corridor. The Ontario government is committed to considering innovative ways to fund new infrastructure projects, including tolling. Tolling is an implementation issue that may be examined at a later stage in the project if required.

10. What is an EA?

All public infrastructure projects in Ontario, including transportation planning projects, are subject to the Ontario Environmental Assessment Act (1997); they are required to undergo a process whereby all potential impacts are considered – i.e. natural, social, cultural and economic.

Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the GTA West Corridor, are subject to the Individual EA process under the Act.

The GTA West Corridor EA study is also subject to the requirements of the federal Canadian Environmental Assessment Act – with its own process and set of requirements. As a result of the Canada-Ontario Agreement for EA Cooperation, signed in 2004, MTO is committed to working in a coordinated manner with both the provincial and federal governments.

11. What Is The First Step In An Individual EA?

For proposed new transportation corridors that follow an Individual EA, the first step in this process is the development of an EA Terms of Reference (ToR) document that outlines the framework and commitments for completing the subsequent EA study.

The ToR outlines how the proponent will conduct the study and how impacts will be assessed. It outlines the process for identifying:

- Transportation planning/need
- Alternatives to the undertaking
- Definition of an EA study area
- Range and types of alternatives to be considered, and the
- Generation and evaluation of alternatives to be considered


The ToR also outlines the consultation process to be undertaken. In a major undertaking such as an Individual EA, a consultation program will typically include Public Information Centres (PICs), meetings with the Regulatory Agency Advisory Group (RAAG), the Municipal Advisory Group (MAG), the Community Advisory Committee (CAG), a project web site and local project office, individual meetings with stakeholders and stakeholder groups, and issue-specific workshops. The consultation program can be tailored to meet the requirements of each individual project.

The EA ToR document must be submitted to the Minister of the Environment for review and approval. If approval is granted, the proponent (e.g., MTO) may then proceed with the subsequent EA study. Once completed, this study will also in turn be submitted to the Minister of Environment for review and approval. If approved, the proponent can then proceed with design and construction.

These stages are also regulated by the Canada Environmental Assessment Act (CEAA) and require additional environmental studies and consultation.

12. How does an Individual EA differ from a Class EA?

A Class EA is a decision-making framework under the Ontario Environmental Assessment Act that applies to a range of similar, or class of, projects. A Class EA is used when potential environmental impacts and the proposed mitigation techniques are predictable and/or similar to other projects within that same class. MTO's "Class EA for Provincial Transportation Facilities" document was developed in consultation with the Ministry of the Environment, and similar to an Individual EA, it defines and documents the process to be followed when conducting the EA study as well as requirements for public participation.



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The Media Page

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Business Services Office
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P: (416) 235-5394

Bob Nichols
Senior Media Liaison Officer
Ministry of Transportation, Deputy Minister's
Office
Issues and Media Office
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77 Wellesley St W
Toronto ON M7A1Z8
P: (416) 327-1158

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WHAT'S NEW

Contact Us

Your input is important to us. If you would like to send your comments to the GTA West Project Team, please complete the online form below and click "submit".

The Project Team can also be reached via email at: project_team@gta-west.com

Name :

Address :

City :

Province :

Postal Code :

Email :

Comments :

How would you like to receive study notices?

☒ Email

☐ Regular Mail

Comments and information regarding this project are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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APPENDIX F

NEWSPAPER NOTIFICATIONS

ONTARIO GOVERNMENT NOTICE COMMENCEMENT OF THE GTA WEST CORRIDOR ENVIRONMENTAL ASSESSMENT - TERMS OF REFERENCE

THE STUDY

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) Study for the GTA West Corridor. The first step of this study process is the preparation of an EA Terms of Reference. The study will support the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe* by providing for the efficient movement of people and goods within the corridor.

The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages to *urban growth centres* within the GTA West Corridor. The Preliminary Study Area for the corridor is shown on the adjacent map.

PROCESS

The GTA West Corridor EA Study is being undertaken in accordance with the *Ontario Environmental Assessment Act*. Prior to preparing an EA, the Act requires that a proponent prepare a Terms of Reference (ToR) and submit the document to the Minister of the Environment for approval. Once approved by the Minister of the Environment, the ToR will set out a framework that will guide the entire EA process.

As part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making an approval decision.

PUBLIC INVOLVEMENT

One round of Public Information Centres (PICs) will be held during the development of the ToR. This round of consultation will include individual events held in the Preliminary Study Area and will be supplemented by follow-up activities (such as workshops) where appropriate. Notices advising of the time and location for each PIC will be published in local and regional newspapers.

Study information will be posted and updated on the project website: www.gta-west.com.

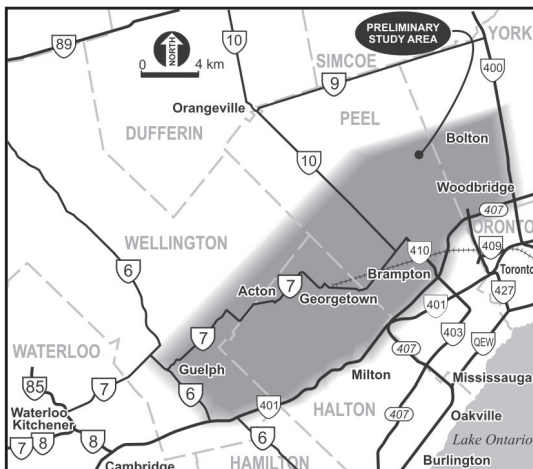
COMMENTS

Comments and information regarding this project will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. For further information, or to be added to the mailing list for this study, please visit the project website or contact:

Mr. Jin Wang
Project Coordinator
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Ontario Ministry of Transportation
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Project Manager
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Tel. (toll-free): 1-877-562-7947
Tel.: 905-823-8500
Fax: 905-823-8503
E-mail: project_team@gta-west.com

Please visit our website at: www.gta-west.com



ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1

GTA West Corridor - Environmental Assessment (EA) Terms of Reference

THE STUDY

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor.

THE PROCESS

This study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The first step of the process requires that a Terms of Reference (ToR) be prepared and submitted to the Minister of the Environment for approval. The ToR outlines how the EA study will be undertaken. **A draft Terms of Reference is now available for review on the GTA West website (www.gta-west.com) and at local libraries.** Interested persons are encouraged to review and comment on the draft ToR by **May 18, 2007**.

Once comments are received, the ToR will be revised and submitted to the Minister of the Environment for an approval decision. As part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making an approval decision. During this formal review process, there will be a second opportunity to comment on the ToR.

Review Locations of the Draft Terms of Reference:

**Vaughan Public Library
Kleinburg Branch**
10341 Islington Avenue N.

**Vaughan Public Library
Pierre Berton Resource Branch**
4921 Rutherford Rd.

**King Township Public Library
King City Branch**
1970 King Rd.

**King Township Public Library
Nobleton Branch**
8 Sheardown Dr.

**Caledon Public Library
Caledon East Branch**
6500 Old Church Rd.

**Brampton Public Library
Chinguacousy Branch**
150 Central Park Dr.

**Brampton Public Library
Cyril Clark Branch**
20 Loafers Lake Lane

**Mississauga Public Library
Meadowvale Branch**
6677 Meadowvale Circle

**Halton Hills Public Library
Georgetown Branch**
9 Church St.

**Halton Hills Public Library
Action Branch**
17 River St.

Milton Public Library
45 Bruce St.

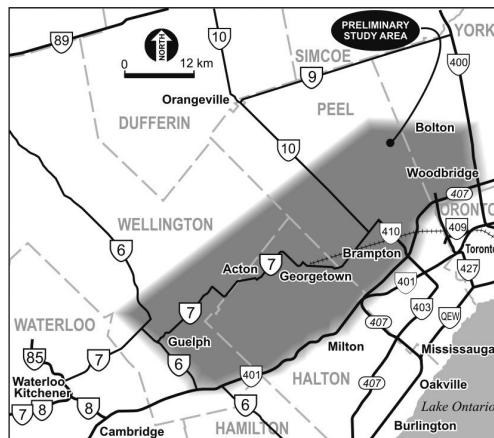
**Wellington County Public Library
Puslinch Branch**
29 Wellington Rd.

**Wellington County Public Library
Marden Branch**
7368 Wellington Rd.

**Wellington County Public Library
Rockwood Branch**
85 Christie St.

**Wellington County Public Library
Erin Branch**
14 Boland Dr.

**Guelph Public Library
Main Branch**
100 Norfolk St.



PUBLIC CONSULTATION

The first round of Public Information Centres (PICs) has been arranged to allow the public an opportunity to review and comment on the draft ToR. The PICs will be conducted as a drop-in format with members of the Project Team available to discuss the study and to respond to questions.

Monday, April 16, 2007
Holiday Inn Select Brampton
Caledon Room
30 Peel Centre Drive
Brampton, ON
4:00 p.m. to 8:00 p.m.

Wednesday, April 18, 2007
Le Jardin Special Events Centre
Venetian Room
8440 Highway 27
Woodbridge, ON
4:00 p.m. to 8:00 p.m.

Monday, April 23, 2007
River Run Centre
Canada Company Hall
35 Woolwich Street
Guelph, ON
4:00 p.m. to 8:00 p.m.

Tuesday, April 24, 2007
Cultural Centre
Gallery
9 Church Street
Georgetown, ON
4:00 p.m. to 8:00 p.m.

COMMENTS

Comments and information regarding this project will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Comment forms and study information are available on the project website: www.gta-west.com. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. For further information, or to be added to the mailing list, please visit the project website or contact:

Mr. Jin Wang, Project Co-ordinator
Ontario Ministry of Transportation
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E-mail: project_team@gta-west.com



Please visit our website at: www.gta-west.com

AVIS DU GOUVERNEMENT DE L'ONTARIO

ANNONCE DE LA SÉANCE D'INFORMATION PUBLIQUE N° 1 Corridor ouest de la RGT – Cadre de référence de l'évaluation environnementale (EE)

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) travaille pour subvenir aux besoins de déplacement efficace des gens et des marchandises dans le cadre du *Plan de croissance du grand Golden Horseshoe* ébauché par la province. Afin de suivre les politiques énoncées dans le *Plan de croissance*, le MTO a lancé le processus officiel d'évaluation environnementale (EE) pour le corridor ouest de la Région du Grand Toronto (RGT). Le but de cette étude est d'examiner les problèmes et les possibilités à long terme sur le plan du transport et de considérer les alternatives possibles afin de mieux relier les *centres de croissance urbaine* au sein du corridor ouest de la RGT.

PROCESSUS

L'étude est menée comme une EE indépendante conformément à la *Loi sur les évaluations environnementales de l'Ontario*. La première étape du processus exige qu'un cadre de référence soit établi et présenté au ministre de l'Environnement pour approbation. Le cadre de référence résume la manière dont l'étude sera entreprise. **Une ébauche du cadre de référence est maintenant disponible en ligne sur le site Web du RGT ouest (www.gta-west.com) et dans les bibliothèques locales.** Les personnes intéressées ont jusqu'au **18 mai 2007** pour passer en revue et commenter sur ce document.

Une fois que les commentaires auront été reçus, le cadre de référence sera révisé et soumis à l'approbation du ministre de l'Environnement. Comme le prévoit le processus légal d'approbation, le ministre de l'Environnement procédera à un examen public officiel du cadre de référence afin de faciliter sa prise de décision. Durant le processus d'examen cet examen public officiel, il sera encore une fois possible de commenter sur le cadre de référence.

Emplacements des examens publics de l'ébauche du cadre de référence :

Bibliothèque publique Vaughan
Édifice Kleinburg
10341, av. Islington N.

Bibliothèque publique Caledon
Édifice Caledon East
6500, rte Old Church

Bibliothèque publique Halton Hills
Édifice Georgetown
9, rue Church

Bibliothèque publique
du comté de Wellington
Édifice Marden
7368, rte Wellington

Bibliothèque publique Vaughan
Édifice Pierre Berton Resource
4921, rte Rutherford

Bibliothèque publique Brampton
Édifice Chinguacousy
150, rue Central Park

Bibliothèque publique Halton Hills
Édifice Action
17, rue River

Bibliothèque publique
du comté de Wellington
Édifice Rockwood
85, rue Christie

Bibliothèque publique
du canton de King
Édifice King City
1970, rue King

Bibliothèque publique Brampton
Édifice Cyril Clark
20, rue Loafers Lake

Bibliothèque publique Milton
45, rue Bruce

Bibliothèque publique
du comté de Wellington
Édifice Erin
14, rue Boland

Bibliothèque publique
du canton de King
Édifice Nobleton
8, rue Sheardown

Bibliothèque publique Mississauga
Édifice Meadowvale
6677, pl. Meadowvale Town Centre

Bibliothèque publique
du comté de Wellington
Édifice Puslinch
29, rte Wellington

Bibliothèque publique Guelph
Édifice principal
100, rue Norfolk

PARTICIPATION DU PUBLIC

La première tournée de séances d'information publique (SIP) a été organisée pour que le public puisse avoir l'occasion de passer en revue et de commenter l'ébauche du cadre de référence. Ces SIP, avec les membres de l'équipe qui seront disponibles pour discuter de l'étude et répondre aux questions, se feront sans rendez-vous.

Lundi, 16 avril 2007
Holiday Inn Select Brampton
Salle Caledon
30, rue Peel Centre
Brampton (Ontario)
16 h 00 à 20 h 00

Mercredi, 18 avril 2007
Le Jardin Special Events Centre
Salle Venetian
8440, autoroute 27
Woodbridge (Ontario)
16 h 00 à 20 h 00

Lundi, 23 avril 2007
River Run Centre
Canada Company Hall
35, rue Woolwich
Guelph (Ontario)
16 h 00 à 20 h 00

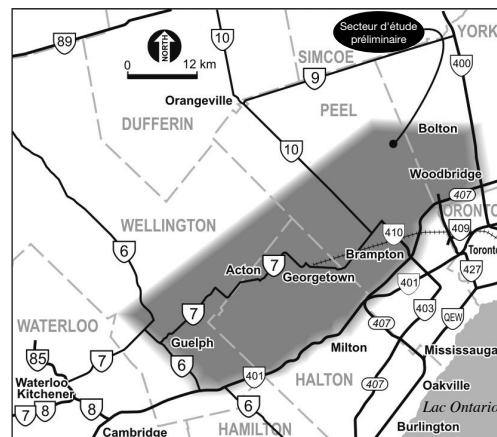
Mardi, 24 avril 2007
Cultural Centre
Gallery
9, rue Church
Georgetown (Ontario)
16 h 00 à 20 h 00

COMMENTAIRES

La collecte des commentaires et de l'information concernant ce projet a pour but d'aider l'équipe dans son travail. Ce matériel sera conservé au dossier durant le projet et pourrait être intégré à la documentation du projet. Les formulaires pour les commentaires et l'information sur l'étude sont disponibles sur le site Web du projet au www.gta-west.com. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Exception faite des renseignements personnels, tous les commentaires feront partie du dossier public. Si vous souhaitez obtenir de plus amples détails ou voir votre nom s'ajouter à notre liste de distribution, veuillez visiter le site Web du projet ou communiquer avec :

M. Jin Wang
Coordonnateur de projet
Bureau de planification provinciale de l'environnement et des projets
Ministère des transports de l'Ontario
301, rue St. Paul, 2^e étage
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M. Neil Ahmed, ing.
Consultant et chargé de projet
McCormick Rankin Corporation
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Tél. (sans frais) : 1 877 562-7947, poste 313 (François Doyon)
Tél. : (905) 823-8500, poste 313 (François Doyon)
Télec. : (905) 823-8503
Courriel : project_team@gta-west.com



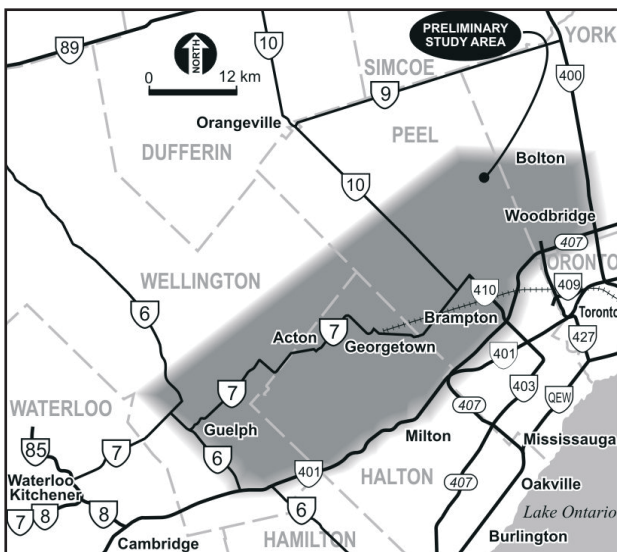
ONTARIO GOVERNMENT NOTICE

NOTICE OF ADDITIONAL PUBLIC INFORMATION CENTRE

GTA West Corridor - Environmental Assessment (EA) Terms of Reference

THE STUDY

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor.



THE PROCESS

This study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The first step of the process requires that a Terms of Reference (ToR) be prepared and submitted to the Minister of the Environment for approval. The ToR outlines how the EA study will be undertaken. **A draft Terms of Reference is now available for review on the GTA West website (www.gta-west.com).** Interested persons are encouraged to review and comment on the draft ToR by **May 18, 2007**.

Once comments are received, the ToR will be revised and submitted to the Minister of the Environment for an approval decision. As part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making an approval decision. During this formal review process, there will be a second opportunity to comment on the ToR.

PUBLIC CONSULTATION

Four Public Information Centres (PICs) were recently held, and advertised in local newspapers, within the Preliminary Study Area to allow the public an opportunity to review and comment on the draft ToR. An additional Public Information Centre (PIC) has now been arranged at the date and location in the adjacent table. The PIC will be conducted as a drop-in format with members of the Project Team available to discuss the study and to respond to questions or concerns.

Tuesday, May 8, 2007

**Brampton Fair Grounds, Hall
12942 Heart Lake Road
Caledon, ON**

4:00 p.m. to 8:00 p.m.

COMMENTS

Comments and information regarding this project will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Comment forms and study information are available on the project website: www.gta-west.com. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. For further information, or to be added to the mailing list, please visit the project website or contact:

Mr. Jin Wang
Project Co-ordinator
Ontario Ministry of Transportation
Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, ON L2R 7R4
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Ontario

Please visit our website at: www.gta-west.com

**APPENDIX G
PUBLIC INFORMATION CENTRE SUMMARY
REPORT**



GTA West Corridor Environmental Assessment Terms of Reference

Consultation Record Appendix G

Public Information Centre 1 Summary Report

June 2007

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APPENDICES

APPENDIX A	News Ad / Notification Letters
APPENDIX B	Displays / Information Package

1 INTRODUCTION AND PURPOSE

The first round of Public Information Centres (PICs) was held regarding the GTA West Corridor Environmental Assessment Terms of Reference. The purpose of the PICs was to present and seek comment on, the draft Terms of Reference (ToR).

The PICs were arranged as follows:

Monday April 16 2007	Wednesday April 18, 2007
Holiday Inn Select Brampton – Caledon Room 30 Peel Centre Drive Brampton, ON	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.
Monday April 23, 2007	Tuesday April 24, 2007
River Run Centre – Canada Company Hall 35 Woolwich Street Guelph, ON	Cultural Centre – Gallery 9 Church Street Georgetown, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

At the request of Caledon Council, the Project Team arranged an additional PIC in the Town of Caledon on May 8th, 2007 at the time and location listed below.

Tuesday, May 8, 2007
Brampton Fair Grounds – Hall 4269 Heart Lake Road Caledon, ON
4:00 to 8:00 p.m.

MTO and Consultant representatives of the Project Team attended the PICs. The PICs were held as drop-in centres with display panels that presented contents of the draft EA Terms of Reference, mapping of existing conditions and information for providing comments. The Project Team representatives participated in discussions with the attendees to address questions and concerns.

The draft EA Terms of Reference was made available for review as well as supporting policy documents.

2 PUBLIC NOTIFICATION

Newspaper Notification

To provide advance notification of the first round of Public Information Centres, an Ontario Government Notice (Notice of Public Information Centre #1) was placed in the following newspapers on the following dates. Refer to Appendix A for a copy of the notice.

DAILY NEWSPAPERS

- | | | |
|-----------------------|-------------------|--------------------|
| 1) Toronto Star | Sat April 7, 2007 | |
| 2) The Guelph Mercury | Sat April 7, 2007 | Sat April 14, 2007 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|-------------------|--------------------|
| 3) Mississauga News | Sun April 8, 2007 | Fri April 13, 2007 |
| 4) Brampton Guardian | Wed April 4, 2007 | Wed April 11, 2007 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|---------------------|----------------------|
| 5) Caledon Enterprise | Sat April 7, 2007 | Sat April 14, 2007 |
| 6) Vaughan Citizen | Thurs April 5, 2007 | Thurs April 12, 2007 |
| 7) Guelph Tribune | Fri April 6, 2007 | Fri April 13, 2007 |
| 8) Georgetown Acton Independent | Wed April 4, 2007 | Fri April 13, 2007 |
| 9) Milton – The Canadian Champion | Fri April 6, 2007 | Tues April 10, 2007 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|---------------------|----------------------|
| 10) Caledon Citizen | Wed April 4, 2007 | Wed April 11, 2007 |
| 11) King Township Sentinel | Wed April 4, 2007 | Wed April 11, 2007 |
| 12) The Erin Advocate | Wed April 4, 2007 | Wed April 11, 2007 |
| 13) Le Metropolitain (French) | Wed April 4, 2007 | Wed April 11, 2007 |
| 14) Turtle Island News | Wed April 4, 2007 | Wed April 11, 2007 |
| 15) Tekawennake New Credit Reporter | Wed April 4, 2007 | Wed April 11, 2007 |
| 16) The Halton Compass | Thurs April 5, 2007 | Thurs April 12, 2007 |

To provide advance notification of the additional Public Information Centre arranged in the Town of Caledon, an Ontario Government Notice (Notice of Additional Public Information Centre) was placed in the following newspapers on the following dates. Refer to Appendix A for a copy of the notice.

NEWSPAPER

- | | |
|--------------------|--------------------|
| Caledon Enterprise | Sat April 28, 2007 |
| Caledon Citizen | Wed May 2, 2007 |

2.2 Website Update

The project website (www.gta-west.com) was updated to include the dates, times and locations of the PICs, as well as a link to an electronic copy of the Ontario Government Notice. In addition, the PIC display material package was made available for the public to download, as well as the maps of existing conditions available separately at a higher resolution.

The project website was also updated prior to the additional PIC in Caledon to include the date, time and location of the PIC, including a link to the Ontario Government Notice.

2.3 E-Mail / Letter Notification

Letters were sent directly to individuals on the Project Team's External Agency mailing list (including representatives of the Municipal Advisory Group and Regulatory Agency Advisory Group) and to approximately 150 interest groups on March 30th, 2007.

Individuals on the study mailing list, including those who requested to be added to the study mailing list through webform, e-mail, fax, telephone or letter, were also sent a letter on March 30th or an e-mail on April 3rd, 2007, depending on the preferred method of contact.

A correction notice advising of an error in the dates included in the initial letter was sent by e-mail or Fed EX on April 11th, 2007 to all agencies and individuals who received the initial letter. This error was not in any other notification materials and did not result in any notable concerns by the public.

E-mails / letters were sent to interest groups and members of the public mailing list in the Caledon area on April 27th, 2007 advising of the additional PIC arranged for May 8th, 2007.

Refer to Appendix A for a copy of the letters.

3. MATERIAL FOR DISPLAY, REFERENCE, COMMENT AND OUTREACH

3.1 Display Panels

The display panels presented at the Public Information Centre were organized in the following order:

Background and Context

- Welcome to the PIC
- Introduction and Overview
- Preliminary Study Area
- Overview
- Provincial Policy Context
- Purpose of the EA Study
- Population Change
- Overall Planning Process

Contents of the Draft Terms of Reference

- EA Process
- EA Process – Stage 1
- EA Process – Stage 2
- Approach for Assessing Alternatives
- Alternatives to the Undertaking
- Assessing Alternatives to the Undertaking
- Assessing Alternative Methods
- Consultation Goals and Objectives
- Consultation Plans
- Outreach and Consultation
- Community Advisory Group

Existing Conditions

- Existing Conditions – Environmental and Land Use Data Collection
- Preliminary Study Area (map)
- Existing Major Transportation Infrastructure (map)
- Existing and Proposed Development (map)
- Existing Land Use Policy Areas (map)
- Existing Designated Features (map)
- Existing Drainage System (map)
- Summary of Core Messages
- Providing Your Comments
- What's Next

Handouts of display panels were provided upon request to members of the public at the PIC. In accordance with the *French Language Services Act*, the display material was available in French to anyone who requested it at all PICs. Refer to Appendix B for a copy of the display material presented at the PICs.

3.2 Draft Terms of Reference and Reference Materials

Copies of the GTA West Corridor Environmental Assessment draft Terms of Reference were available for the public to review, and copies were provided upon request.

Other Provincial policy documents were made available for reference, such as the:

- *Provincial Policy Statement* (MMAH, 2005)
- *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (MPIR, 2006)
- *Greenbelt Plan* (MMAH, 2005)
- *Niagara Escarpment Plan* (MNR, 2005)
- *Oak Ridges Moraine Conservation Plan* (MMAH, 2002)
- *Canadian Environmental Assessment Act* (CEAA, 2004)
- *The Ontario Environmental Assessment Act* (MOE, 1990)

3.3 Comment Sheets and Community Advisory Group (CAG) Application Forms

Comment sheets were available for members of the public to fill out at the PIC or to send in by May 18th, 2007 by e-mail, fax or mail.

Application forms were also available for individuals interested in participating on the Community Advisory Group. These forms were provided at a “sign-up station” in front of the PIC display providing information on the CAG.

4. ATTENDANCE / SUMMARY OF COMMENTS

A total of 378 members of the public chose to sign the visitor's register for the five Public Information Centres.

In addition to verbal comments, the Project Team representatives encouraged visitors to submit written comments regarding the information presented. At the PICs, 64 written comment sheets were collected. In addition, 14 comment sheets from the PICs were received via webform, e-mail, fax or mail. The following is a breakdown of attendance and number of comments submitted by PIC date/venue

Date / Location	Attendance	Written Comments Received
April 16 2007, Brampton	42	9
April 18 2007, Woodbridge	45	6
April 23 2007, Guelph	79	22
April 24 2007, Georgetown	72	2
May 8 2007, Caledon	140	25
Total Comment Forms Received at the PIC		64
Total CAG Application Forms Received		12
Total Comment Forms received via Fax, mail, e-mail or webform		14
Total	378	92

The Project Team responded to all written comments received by fax, e-mail, webform and letter. Complete copies of the comments and responses provided are bound under separate cover. All personal information has been removed consistent with the *Freedom of Information and Protection of Privacy Act*.

The following table summarizes the key comments, issues and concerns raised during the first round of PICs. The comments submitted at the PICs, as well as the responses provided (if applicable), are bound under separate cover.

Summary of Written Comments Submitted	#
Preliminary Study Area	
• Extend the Preliminary Study Area to the north	8
• Extend the Preliminary Study Area to the east (to Peterborough)	2
• Extend the Preliminary Study Area to the north-east	1
• Extend the Preliminary Study Area to the west to include Kitchener Waterloo	1
• Extend the Preliminary Study Area at the north-west end to allow proper corridor connections around Guelph Lakes	1
• Your Preliminary Study Area divides Puslinch township	1
• How were the boundaries for the Preliminary Study Area determined?	1
Timeframe / Scope of the Study	
• The (EA and planning) process takes too long / Start as soon as possible	5
• The Province needs to look at the "big picture" in transportation planning	4
• The planning horizon timeframe should be at least 50 years	2
• Please clarify the timelines in this process	1

Summary of Written Comments Submitted	#
Transportation Problems and Opportunities	
• Concerned that development is closing off corridor opportunities. Land should be secured as soon as possible.	3
• Consider north/south connections	3
• Frustrated with current traffic congestion	6
• Use existing corridors (i.e. Highway 7 line by-passing towns along the way, CN rail line corridor, CPR Rail lines) to avoid unnecessary impacts	2
• GO Train improvements are needed	2
• The GTA is a "bottle-neck" for traffic	2
• The corridor must be connected to Fort Erie	1
• Efficient truck transportation routes are needed	1
• Improvements to Highway 6 (realignment from Freelon to Morriston) are a higher priority / Currently Highway 6 South is totally inadequate	1
• An extension of the Hanlon to connect to Highway 6 near Marden is needed	1
• Hanlon Interchanges are needed	1
• Evaluate the GTA West Corridor connection to Highway 7 / 401 West	1
• Consider the Waterloo Regional Airport	1
• Traffic lights are a problem in the study area	1
Travel Demand Analysis	
• Consider population demographics in the traffic analysis (i.e. aging population)	3
• How will fluctuations in oil prices be considered in the travel demand analysis? Demand scenarios will change with rising oil prices	3
• MTO needs to not only consider ways to accommodate demand, but ways to change demand to more sustainable modes of transportation	1
Alternatives	
• Prefer rail transportation solutions / Improve rail transportation	16
• Consider alternatives to a new road / A highway is not wanted	11
• Prefer public transit transportation solutions / Improve public transit	9
• Rail should be the preferred alternative for moving goods / industry	7
• Expand GO Train service	6
• Prefer transportation solutions that encourage carpooling	3
• Provide a corridor that by-passes Toronto	4
• Prefer transportation demand management solutions (i.e. improved public transit, infrastructure for cyclists, and pedestrians)	4
• Focus on improving existing infrastructure	3
• Improve inter-modal connections	2
• Expand a high speed transit link from Union to the airport	2
• Expand GO bus service	1
• Provide traffic round-a-bouts	1
• Connections will be needed to existing highways (401/407/427 etc.)	1
• An Air Transportation solution has too many negative effects (i.e. noise, greenhouse gas emissions)	1
• Prefer subway transportation solutions	1
• Expand VIA rail service between K-W, Cambridge, Guelph and Toronto	1
• The corridor must connect to Fort Erie	1
• Consider rapid-rail solutions that are alternatively-fueled	1
• A corridor through the Oak Ridges Moraine is a reasonable compromise	1
• Buy back the 407 and expand it	1
Environmental Effects / Evaluation of Alternatives	
• Protect agricultural lands/ agricultural operations, and the interests of farmers and rural landowners	15
• Concerned about the negative effects associated with a new Highway / transportation by single-occupancy vehicles (i.e. disruption of environmentally	10

Summary of Written Comments Submitted	#
sensitive areas, air quality concerns, human health)	
• Protect features of the natural environment (i.e. groundwater, air quality, climate change, environmentally sensitive areas)	9
• Protect conservation areas (i.e. the Oak Ridges Moraine, the Greenbelt, and the Niagara Escarpment)	7
• Protect features of the socio-economic environment (i.e. noise, human health, established communities, property expropriation)	6
• Concerned about negative effects associated with urban sprawl	6
• Concerned about current land use development occurring in the study area	2
• How will air quality and climate change be factored into this process?	2
• Include a "cost" factor in the evaluation of Alternatives to the Undertaking	1
• Consider wildlife corridors and migration routes in future stages of the process, and wildlife crossings	1
• Aggregate is not a "land use" factor.	1
Public Consultation	
• Dissatisfied with the consultation process, generally, in MTO EA studies	2
• More time is needed to comment on the draft ToR	2
• How do I become involved on the Community Advisory Group?	2
• Please keep Puslinch council updated on this	1
• A PIC in Caledon would be appreciated	1
• Suspect plans have already been finalized	1
• This event was well publicized	1
• Thanks for providing a PIC in Caledon	1
Accuracy of Public Information Centre Display Materials	
• Show the Galt, Paris and Moffat Moraines (the "Horseshoe Moraines")	1
• Illustrate the "Peel Plain", one of Canada's most fertile stretches of land	1
• The map of natural areas was very incomplete (e.g. very few woodlots, no ESAs in Wellington etc)	1
• Highway 7 no longer exists in Peel Region, as shown on your map	1
• Highway 410 extension to Mayfield is under construction and should be shown on your map	1
• Many of the railway lines on the maps have not existed for as much as 40 years	1
Growth Plan / Greenbelt Plan	
• Revise the Greenbelt Plan/ Act	3
• Direct population/employment growth and development to locations elsewhere in the Province	3
• 'Places to Grow' is about getting people to work where they live and reduce commuter traffic	3
• Development is 'leap-frogging' the Greenbelt	2
Funding / Pricing / Operating Schedules	
• There needs to be better incentives to get people on transit / goods on rail	7
• Consider alternative funding mechanisms (i.e. tolling, a levy on new home construction)	2
• Consider subsidies for rail transportation solutions	1
Other Studies/ Resources to Consider in the EA study	
• Consider the Business Case for Improved Rail Passenger Service by the North Mainline Municipal Alliance	1
• Consider the Highway 7 Role and Function Study (MTO, 2001)	1
• Consider the Township of Puslinch Groundwater Study (Gartner Lee, 1985)	1
• Consider the Pembina Report (2005)	1
• Consider the Richmond Landfill Decision (2003)	1
• Consider transportation solutions from other jurisdictions / internationally	1

Summary of Written Comments Submitted	#
General	
• It is difficult to comment on the study when you are not showing potential routes	3
• People should get out of their cars	2
• Change everything	2
• MTO has come a long way in improving the planning process in recent years	1
• The Project Team should physically tour the study area	1
Requests for More Information	
• Please add me to the mailing list / keep me posted	5
• Please provide a copy of the draft Terms of Reference	3
• Please provide a copy of the PIC display material	1
Requests for More Information on other MTO Studies	
• Comments on the 410 extension	3
• Please provide more information on the 427 extension	1
• If justified by identified problems and opportunities, will MTO re-activate its EA study from Cambridge to Guelph?	1

PIC Summary Report
Appendix A
News Ad / Notification Letters

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1

GTA West Corridor - Environmental Assessment (EA) Terms of Reference

THE STUDY

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor.

THE PROCESS

This study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The first step of the process requires that a Terms of Reference (ToR) be prepared and submitted to the Minister of the Environment for approval. The ToR outlines how the EA study will be undertaken. **A draft Terms of Reference is now available for review on the GTA West website (www.gta-west.com) and at local libraries.** Interested persons are encouraged to review and comment on the draft ToR by **May 18, 2007**.

Once comments are received, the ToR will be revised and submitted to the Minister of the Environment for an approval decision. As part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making an approval decision. During this formal review process, there will be a second opportunity to comment on the ToR.

Review Locations of the Draft Terms of Reference:

**Vaughan Public Library
Kleinburg Branch**
10341 Islington Avenue N.

**Vaughan Public Library
Pierre Berton Resource Branch**
4921 Rutherford Rd.

**King Township Public Library
King City Branch**
1970 King Rd.

**King Township Public Library
Nobleton Branch**
8 Sheardown Dr.

**Caledon Public Library
Caledon East Branch**
6500 Old Church Rd.

**Brampton Public Library
Chinguacousy Branch**
150 Central Park Dr.

**Brampton Public Library
Cyril Clark Branch**
20 Loafers Lake Lane

**Mississauga Public Library
Meadowvale Branch**
6677 Meadowvale Circle

**Halton Hills Public Library
Georgetown Branch**
9 Church St.

**Halton Hills Public Library
Action Branch**
17 River St.

Milton Public Library
45 Bruce St.

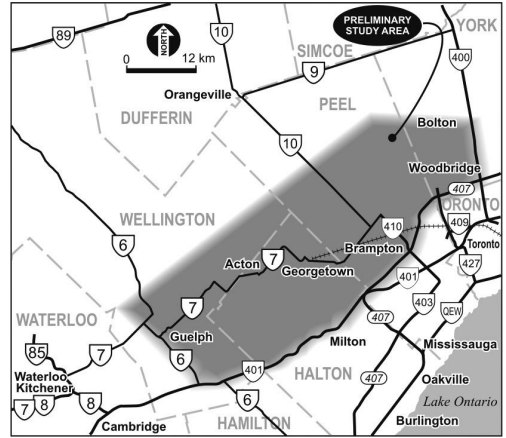
**Wellington County Public Library
Puslinch Branch**
29 Wellington Rd.

**Wellington County Public Library
Marden Branch**
7368 Wellington Rd.

**Wellington County Public Library
Rockwood Branch**
85 Christie St.

**Wellington County Public Library
Erin Branch**
14 Boland Dr.

**Guelph Public Library
Main Branch**
100 Norfolk St.



PUBLIC CONSULTATION

The first round of Public Information Centres (PICs) has been arranged to allow the public an opportunity to review and comment on the draft ToR. The PICs will be conducted as a drop-in format with members of the Project Team available to discuss the study and to respond to questions.

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Holiday Inn Select Brampton
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Brampton, ON
4:00 p.m. to 8:00 p.m.

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Cultural Centre
Gallery
9 Church Street
Georgetown, ON
4:00 p.m. to 8:00 p.m.

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E-mail: project_team@gta-west.com



Please visit our website at: www.gta-west.com

AVIS DU GOUVERNEMENT DE L'ONTARIO

ANNONCE DE LA SÉANCE D'INFORMATION PUBLIQUE N° 1 Corridor ouest de la RGT – Cadre de référence de l'évaluation environnementale (EE)

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) travaille pour subvenir aux besoins de déplacement efficace des gens et des marchandises dans le cadre du *Plan de croissance du grand Golden Horseshoe* ébauché par la province. Afin de suivre les politiques énoncées dans le *Plan de croissance*, le MTO a lancé le processus officiel d'évaluation environnementale (EE) pour le corridor ouest de la Région du Grand Toronto (RGT). Le but de cette étude est d'examiner les problèmes et les possibilités à long terme sur le plan du transport et de considérer les alternatives possibles afin de mieux relier les *centres de croissance urbaine* au sein du corridor ouest de la RGT.

PROCESSUS

L'étude est menée comme une EE indépendante conformément à la *Loi sur les évaluations environnementales de l'Ontario*. La première étape du processus exige qu'un cadre de référence soit établi et présenté au ministre de l'Environnement pour approbation. Le cadre de référence résume la manière dont l'étude sera entreprise. **Une ébauche du cadre de référence est maintenant disponible en ligne sur le site Web du RGT ouest (www.gta-west.com) et dans les bibliothèques locales.** Les personnes intéressées ont jusqu'au **18 mai 2007** pour passer en revue et commenter sur ce document.

Une fois que les commentaires auront été reçus, le cadre de référence sera révisé et soumis à l'approbation du ministre de l'Environnement. Comme le prévoit le processus légal d'approbation, le ministre de l'Environnement procédera à un examen public officiel du cadre de référence afin de faciliter sa prise de décision. Durant le processus d'examen cet examen public officiel, il sera encore une fois possible de commenter sur le cadre de référence.

Emplacements des examens publics de l'ébauche du cadre de référence :

Bibliothèque publique Vaughan
Édifice Kleinburg
10341, av. Islington N.

Bibliothèque publique Caledon
Édifice Caledon East
6500, rte Old Church

Bibliothèque publique Halton Hills
Édifice Georgetown
9, rue Church

Bibliothèque publique
du comté de Wellington
Édifice Marden
7368, rte Wellington

Bibliothèque publique Vaughan
Édifice Pierre Berton Resource
4921, rte Rutherford

Bibliothèque publique Brampton
Édifice Chinguacousy
150, rue Central Park

Bibliothèque publique Halton Hills
Édifice Action
17, rue River

Bibliothèque publique
du comté de Wellington
Édifice Rockwood
85, rue Christie

Bibliothèque publique
du canton de King
Édifice King City
1970, rue King

Bibliothèque publique Brampton
Édifice Cyril Clark
20, rue Loafers Lake

Bibliothèque publique Milton
45, rue Bruce

Bibliothèque publique
du comté de Wellington
Édifice Erin
14, rue Boland

Bibliothèque publique
du canton de King
Édifice Nobleton
8, rue Sheardown

Bibliothèque publique Mississauga
Édifice Meadowvale
6677, pl. Meadowvale Town Centre

Bibliothèque publique
du comté de Wellington
Édifice Puslinch
29, rte Wellington

Bibliothèque publique Guelph
Édifice principal
100, rue Norfolk

PARTICIPATION DU PUBLIC

La première tournée de séances d'information publique (SIP) a été organisée pour que le public puisse avoir l'occasion de passer en revue et de commenter l'ébauche du cadre de référence. Ces SIP, avec les membres de l'équipe qui seront disponibles pour discuter de l'étude et répondre aux questions, se feront sans rendez-vous.

Lundi, 16 avril 2007
Holiday Inn Select Brampton
Salle Caledon
30, rue Peel Centre
Brampton (Ontario)
16 h 00 à 20 h 00

Mercredi, 18 avril 2007
Le Jardin Special Events Centre
Salle Venetian
8440, autoroute 27
Woodbridge (Ontario)
16 h 00 à 20 h 00

Lundi, 23 avril 2007
River Run Centre
Canada Company Hall
35, rue Woolwich
Guelph (Ontario)
16 h 00 à 20 h 00

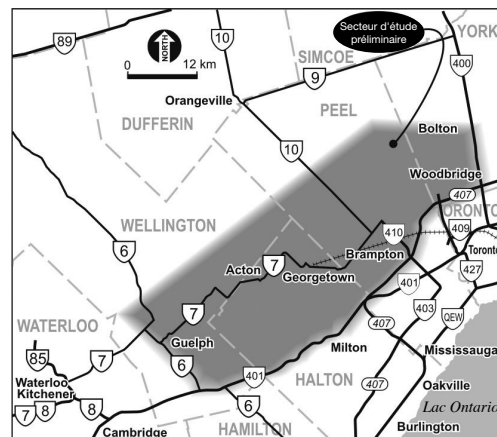
Mardi, 24 avril 2007
Cultural Centre
Gallery
9, rue Church
Georgetown (Ontario)
16 h 00 à 20 h 00

COMMENTAIRES

La collecte des commentaires et de l'information concernant ce projet a pour but d'aider l'équipe dans son travail. Ce matériel sera conservé au dossier durant le projet et pourrait être intégré à la documentation du projet. Les formulaires pour les commentaires et l'information sur l'étude sont disponibles sur le site Web du projet au www.gta-west.com. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Exception faite des renseignements personnels, tous les commentaires feront partie du dossier public. Si vous souhaitez obtenir de plus amples détails ou voir votre nom s'ajouter à notre liste de distribution, veuillez visiter le site Web du projet ou communiquer avec :

M. Jin Wang
Coordonnateur de projet
Bureau de planification provinciale de l'environnement et des projets
Ministère des transports de l'Ontario
301, rue St. Paul, 2^e étage
St. Catharines (Ontario) L2R 7R4
Tél. : (905) 704-2117
Télec. : (905) 704-2007
Courriel : project_team@gta-west.com

M. Neil Ahmed, ing.
Consultant et chargé de projet
McCormick Rankin Corporation
2655, chemin North Sheridan, bureau 300
Mississauga (Ontario) L5K 2P8
Tél. (sans frais) : 1 877 562-7947, poste 313 (François Doyon)
Tél. : (905) 823-8500, poste 313 (François Doyon)
Télec. : (905) 823-8503
Courriel : project_team@gta-west.com



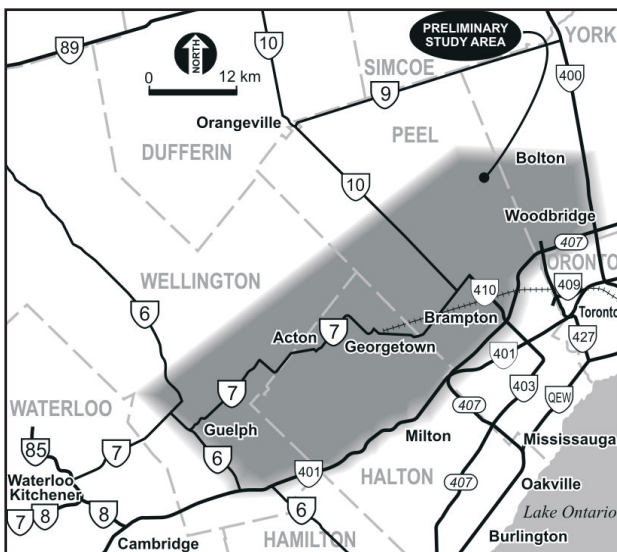
ONTARIO GOVERNMENT NOTICE

NOTICE OF ADDITIONAL PUBLIC INFORMATION CENTRE

GTA West Corridor - Environmental Assessment (EA) Terms of Reference

THE STUDY

The Ontario Ministry of Transportation is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor.



THE PROCESS

This study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act*. The first step of the process requires that a Terms of Reference (ToR) be prepared and submitted to the Minister of the Environment for approval. The ToR outlines how the EA study will be undertaken. **A draft Terms of Reference is now available for review on the GTA West website (www.gta-west.com).** Interested persons are encouraged to review and comment on the draft ToR by **May 18, 2007**.

Once comments are received, the ToR will be revised and submitted to the Minister of the Environment for an approval decision. As part of the legislated approval process, the Minister of the Environment will initiate a formal public review of the ToR to assist in making an approval decision. During this formal review process, there will be a second opportunity to comment on the ToR.

PUBLIC CONSULTATION

Four Public Information Centres (PICs) were recently held, and advertised in local newspapers, within the Preliminary Study Area to allow the public an opportunity to review and comment on the draft ToR. An additional Public Information Centre (PIC) has now been arranged at the date and location in the adjacent table. The PIC will be conducted as a drop-in format with members of the Project Team available to discuss the study and to respond to questions or concerns.

Tuesday, May 8, 2007

**Brampton Fair Grounds, Hall
12942 Heart Lake Road
Caledon, ON**

4:00 p.m. to 8:00 p.m.

COMMENTS

Comments and information regarding this project will be collected to assist the Project Team. This material will be maintained on file for use during the project and may be included in project documentation. Comment forms and study information are available on the project website: www.gta-west.com. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. For further information, or to be added to the mailing list, please visit the project website or contact:

Mr. Jin Wang
Project Co-ordinator
Ontario Ministry of Transportation
Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, ON L2R 7R4
Phone: 905-704-2117
Fax: 905-704-2007
E-mail: project_team@gta-west.com

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON L5K 2P8
Toll-free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: project_team@gta-west.com



Ontario

Please visit our website at: www.gta-west.com

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

March 30, 2007

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

**RE: GTA West Corridor Environmental Assessment (EA) Study
Public Information Centre Round #1**

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) for the above noted study and has arranged the first round of Public Information Centres.

The GTA West Corridor Planning and Environmental Assessment (EA) Study is being undertaken in accordance with the *Ontario Environmental Assessment Act* (the Act). Prior to preparing an EA, the Act requires that a Terms of Reference (ToR) be prepared and submitted to the Minister of the Environment for approval. If approved, the ToR will set out a framework that will guide the subsequent EA process. As you may know, the Draft Terms of Reference for the GTA West Corridor Planning and EA Study was released for review on March 15, 2007. The Draft EA ToR is available on the GTA West project website (www.gta-west.com) and can also be reviewed at local libraries.

The purpose of the first round of Public Information Centres (PICs) is to provide interested stakeholders and members of the public an opportunity to review and comment on the Draft ToR. The PICs will be conducted as a drop-in format from 4:00 p.m. to 8:00 p.m. Members of the Project Team will be available to discuss the study and to respond to questions or concerns. The dates, times and locations of the first round of PICs are:

Mon April 16, 2007	Wed April 18, 2007	Mon April 23, 2007	Tues April 24, 2007
Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge ON	Holiday Inn Select Brampton – Caledon Room 30 Peel Centre Drive Brampton, ON	Cultural Centre – Gallery 9 Church Street Georgetown, ON	River Run Centre - Canada Company Hall 35 Woolwich Street Guelph, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.



**McCORMICK
RANKIN
CORPORATION**



McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

We encourage all interested stakeholders and members of the public to review the Draft ToR and to attend the PICs. Comments on the Draft ToR are requested by **May 18th, 2007**. All comments received will be reviewed and considered by the Project Team. We hope to submit the revised ToR to the Ministry of the Environment in June 2007. After the submission, there will be a second opportunity to comment on the ToR during the formal public review initiated by the Minister of the Environment.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

We are committed to proactive consultation with interested stakeholders in the Preliminary Study Area throughout the study and we look forward to your ongoing and effective participation.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

cc. H. Garbot - MTO
 M. Bricks - Ecoplans Ltd.



**McCORMICK
RANKIN
CORPORATION**



From: GTA West Project Team [mailto:project_team@gta-west.com]
Sent: April 11, 2007 2:39 PM
To: 'project_team@gta-west.com'
Subject: NOTICE OF CORRECTION - Dates Times and Locations of Public Information Centre Round #1 - GTA West Corridor Environmental Assessment Study

**RE: NOTICE OF CORRECTION
GTA West Corridor Environmental Assessment (EA) Study
Dates and Locations of Public Information Centre Round #1**

Please be advised that the letter you received regarding the above-noted study dated April 3rd, 2007 had the incorrect dates indicated for the first round of Public Information Centres. We apologize for any confusion or conflict in scheduling this may have caused. The dates, times and locations of the first round of PICs, as specified in the attached notice published in local newspapers, are as follows:

Mon April 16, 2007	Wed April 18, 2007	Mon April 23, 2007	Tues April 24, 2007
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Again, we apologize for any confusion this may have caused.

Sincerely,
The GTA West Project Team

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

April 11, 2007

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Again, we apologize for any confusion this may have caused.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

cc. H. Garbot - MTO
M. Bricks - Ecoplans Ltd.



**McCORMICK
RANKIN
CORPORATION**



From: GTA West Project Team [mailto:project_team@gta-west.com]

Sent: April 27, 2007 11:47 AM

To: 'project_team@gta-west.com'

Subject: GTA West Corridor Planning and Environmental Assessment (EA) Study - Additional Public Information Centre in Caledon

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Draft Terms of Reference - Additional Public Information Centre in Caledon**

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) for the above noted study and after recent consultation with elected officials and staff of the Town of Caledon, has scheduled an additional Public Information Centre (PIC) in Caledon. The details of this PIC are provided below:

Date: Tuesday May 8, 2007

Time: 4:00pm to 8:00pm

Location: Brampton Fair Grounds, 12942 Heart Lake Road, Caledon, ON

An Ontario Government Notice will be placed in the Caledon Enterprise and the Caledon Citizen prior to the PIC. A copy of the Ontario Government Notice is attached for your reference.

We encourage all interested stakeholders and members of the public to review the Draft ToR and provide any comments by **May 18, 2007**. All comments received will be reviewed and considered by the Project Team. We hope to submit the revised ToR to the Ministry of the Environment in June 2007. After the submission, there will be a second opportunity to comment on the ToR during the formal public review to be initiated by the Minister of the Environment.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

Sincerely,
The GTA West Project Team

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

April 27, 2007

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Draft Terms of Reference - Additional Public Information Centre in Caledon**

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Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

cc. H. Garbot (MTO), M. Bricks (Ecoplans Ltd).



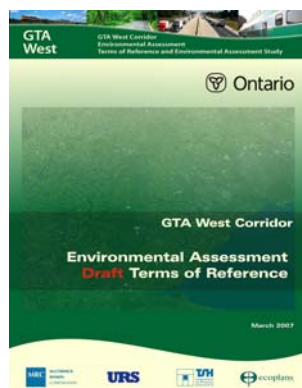
**McCORMICK
RANKIN
CORPORATION**



PIC Summary Report
Appendix B
Displays / Information Package

GTA West Corridor Environmental Assessment Terms of Reference

Welcome to Public Information Centre #1



We are seeking input on the content of the draft Terms of Reference which will determine how the Ministry of Transportation would carry out the Individual Environmental Assessment for the GTA West Corridor.

Please Sign In

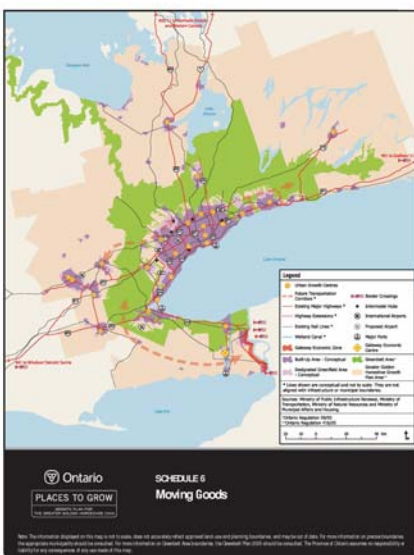


Introduction and Overview

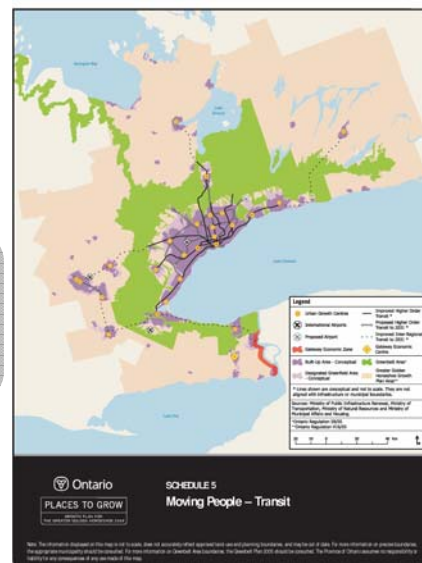
The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has initiated the GTA West Corridor Study.



- South-central Ontario has several economic and population centres
- Travel demand is becoming more dispersed and will require better linkages between centres



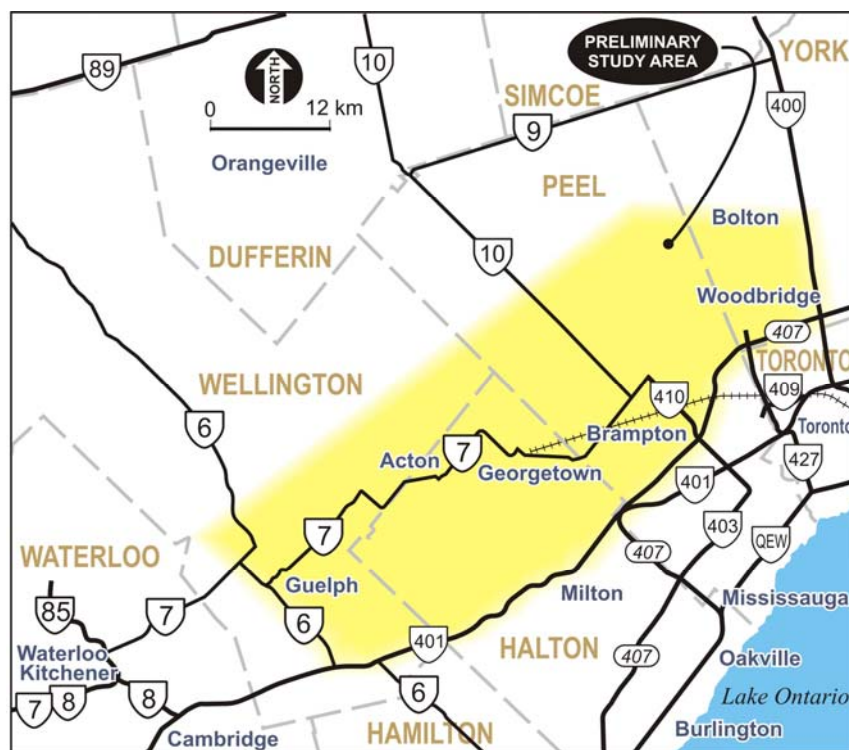
- Transportation improvements are programmed by MTO, GO Transit and municipalities; however, moving people and goods through the area in the long-term needs to be addressed further



- Transit is the first priority for moving people
- The need for improved inter-regional transit has been identified through the GTA West Corridor

Preliminary Study Area

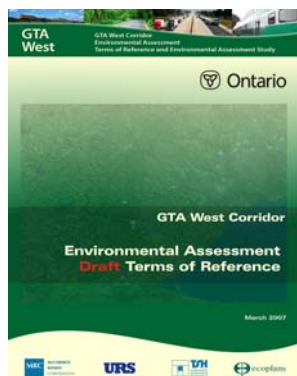
The Preliminary Study Area is the area in which preliminary transportation problems and opportunities are to be examined. This area will be refined as the study moves forward, in consultation with stakeholders.



This is an initial stage of the EA Process:

- A specific project has not been identified at this point in time
- MTO is committed to examining all modes of transportation (road, transit, rail, air)
- Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution

- To meet the future requirements for transportation infrastructure in the GTA West Corridor, it is important that the MTO take a comprehensive and long-term approach
- The Provincial *Growth Plan* provides policy directions for planning a future transportation network to 2031

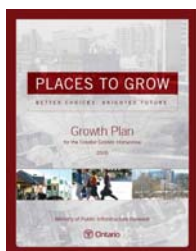


- The first step of an Individual EA process is to prepare a Terms of Reference (ToR) and submit the document to the Minister of the Environment for an approval decision
- The ToR:
 - Identifies a preliminary problem and opportunity statement
 - Outlines the range and types of alternatives to be considered
 - Outlines the way in which alternatives will be generated and selected
 - Outlines how stakeholder input will assist in the planning process
- The ToR **does not** analyze or assess alternatives, or identify a “project”

All major infrastructure projects in the Province must follow the environmental planning process legislated by the Ontario Environmental Assessment Act (the EA Act). The EA Act can be viewed as a Planning Act for public infrastructure. It requires MTO to examine alternative ways of addressing problems and opportunities in order to select a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various alternatives on the natural, socio-economic and cultural environments.

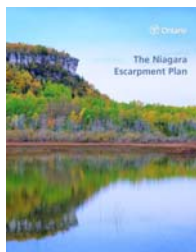
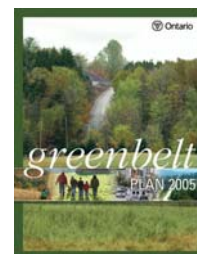
Provincial Policy Context

A number of provincial policy documents and legislation establish the context within which transportation problems, opportunities, and potential solutions will be identified. These include, but are not limited to:



Growth Plan for the Greater Golden Horseshoe, (2006)
www.pir.gov.on.ca

Greenbelt Act and Greenbelt Plan, (February 2005)
www.mah.gov.on.ca



Niagara Escarpment Plan, (as amended in 2006)
www.escarpment.org

Provincial Policy Statement, (2005)
www.mah.gov.on.ca



Oak Ridges Moraine Conservation Plan, (2002)
www.mah.gov.on.ca

Purpose of the EA Study

Problems:

- Population and employment growth in the Preliminary Study Area is outpacing infrastructure capacity
- Not addressing transportation deficiencies, and not planning for future transportation requirements, could result in unacceptable traffic delays and costs to industry and negatively affect the traveling public

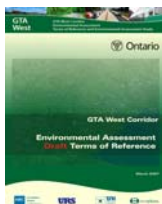
Opportunities:

- *Urban Growth Centres* are important to the local, regional, provincial and national economies
- The Ontario government is responsible to ensure that the Provincial transportation network is efficient and effective to support future growth

Better transportation linkages are needed between growing economic centres in the GTA West Corridor due to current and projected population and employment growth.

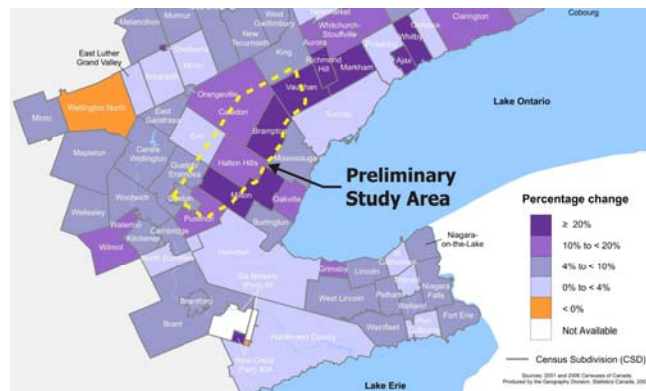
The Purpose of the Individual EA:

- To examine long-term transportation problems and opportunities
- To consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor (Guelph, Milton, Brampton and Vaughan)
- Focus on developing an integrated system of transportation modes:
 - Efficient public transit
 - Efficient road/rail system including good access to intermodal facilities, airports and transit hubs



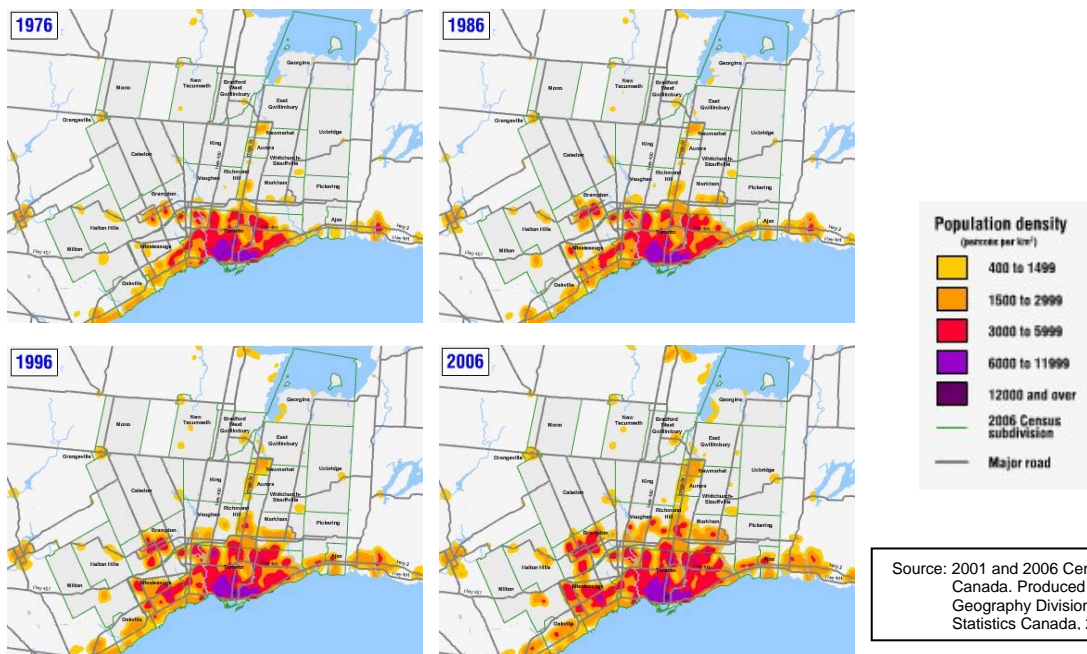
We encourage you to read Chapter 2 of the draft Terms of Reference for more information on the purpose of the EA Study.

Greater Golden Horseshoe Population Change, 2001 to 2006 by 2006 Census Subdivision



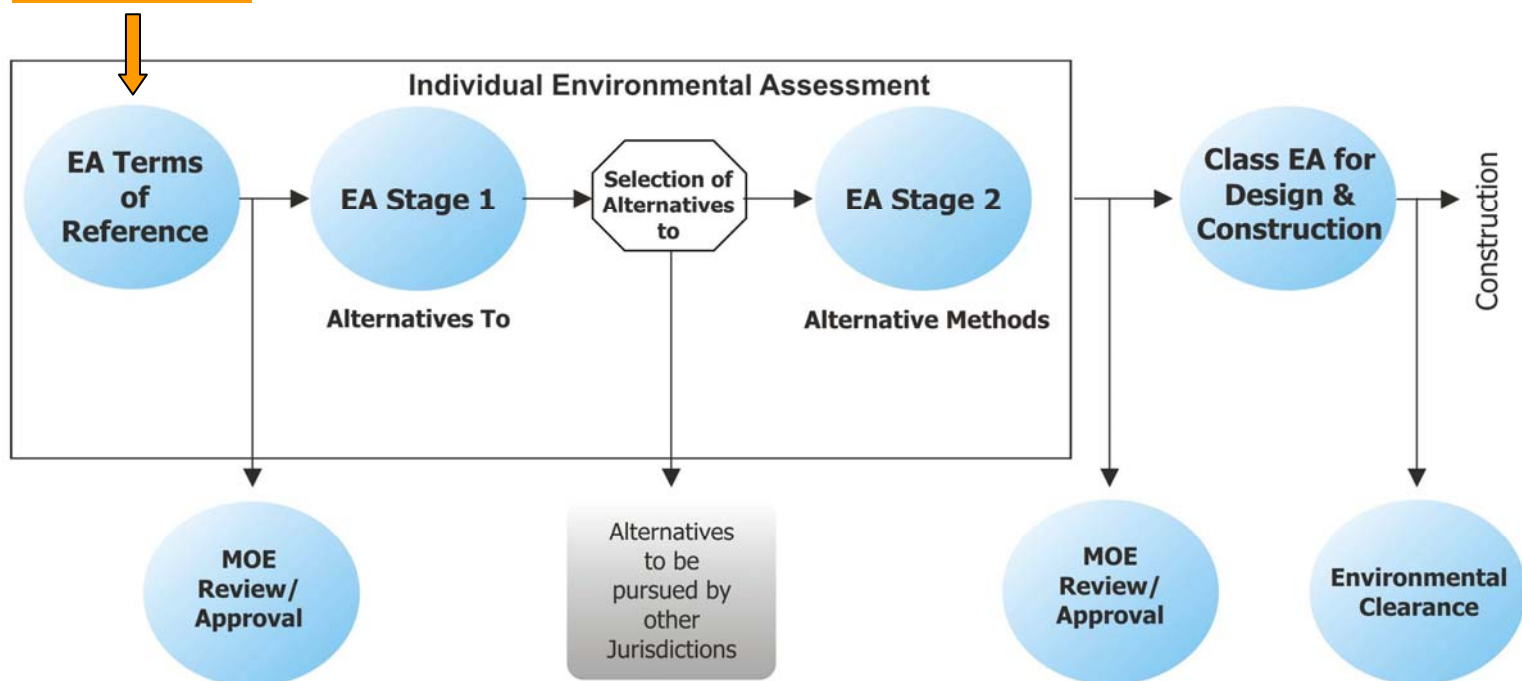
Source: 2001 and 2006 Census of Canada. Produced by the Geography Division, Statistics Canada, 2007

Toronto Census Metropolitan Areas 30 Years of Population Change



Overall Planning Process

We are here



EA – Environmental Assessment
MOE – Ministry of the Environment

Contents of Draft Terms of Reference (ToR)

The draft Terms of Reference outlines a two-stage EA process:

- **Stage 1** will focus on selecting alternative ways of addressing transportation problems and opportunities in the Preliminary Study Area. The EA Act refers to these types of alternatives as *Alternatives to the Undertaking*

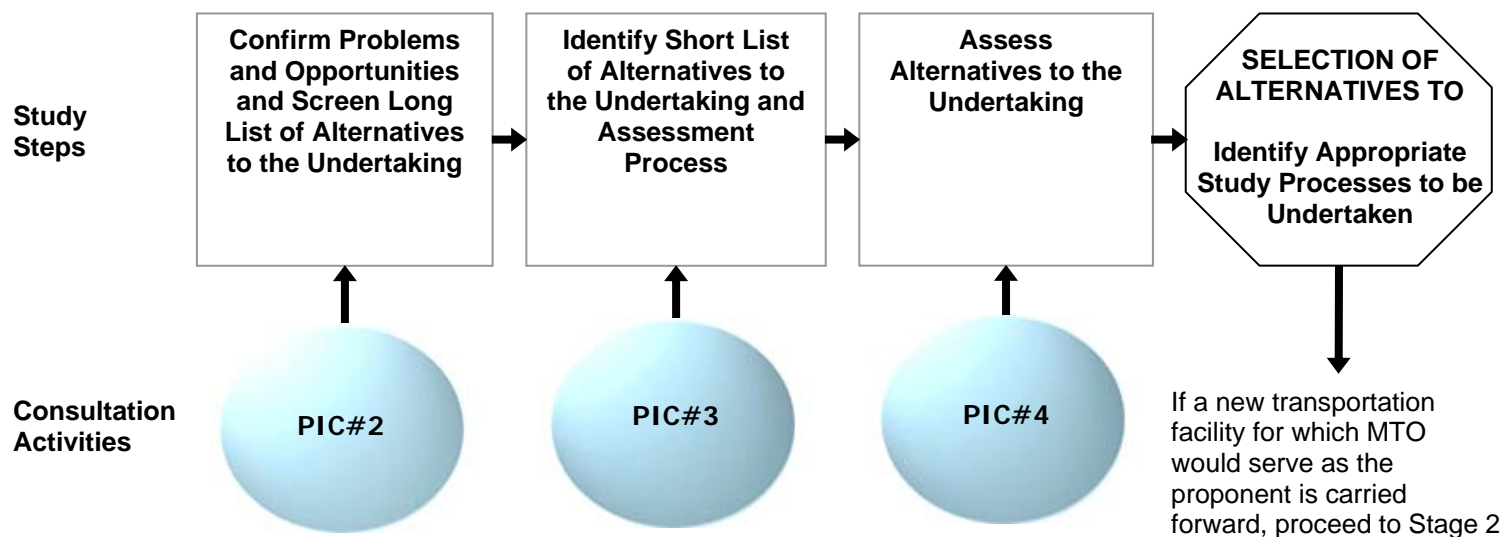
- In addition to 'doing nothing', Alternatives To address deficiencies in the transportation network capacity that increase network capacity, reduce transportation demand or combinations thereof

"Alternative To" are defined as different ways of addressing the problems and opportunities identified.

- If the recommendation of Stage 1 is:
 - **"Do Nothing"** – no further study will be initiated
 - **Outside the jurisdiction of MTO** – recommendation will be referred to the appropriate party for further action
 - **Within the jurisdiction of MTO** – Stage 2 of the EA process will be initiated
- **Stage 2** (if required) will focus on:
 - Refining the study area
 - Gathering information on existing environmental conditions
 - Generating and assessing Alternative Methods
 - Selecting a preferred alternative
 - Developing mitigation measures to address potential impacts, preparing environmental documentation
 - Seeking environmental approval from the Ministry of the Environment

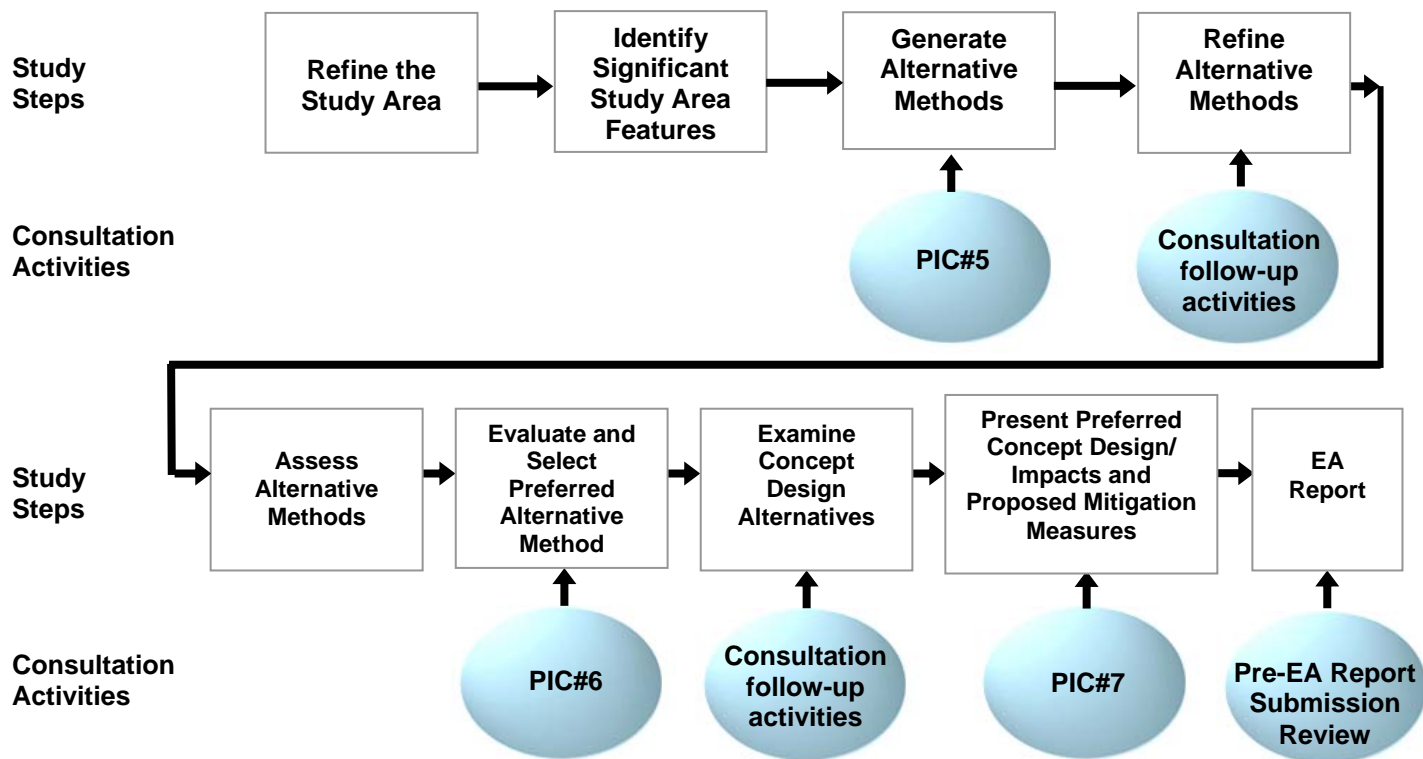
"Alternative Methods" are defined as different ways of doing the same activity. These typically include different locations and designs for transportation facilities.

EA Process – Stage 1



Note: Prior to Stage 1, PIC #1 assists in developing the EA Terms of Reference. The above study steps and consultation activities represent a framework to guide the future EA study. The process outlined may be refined as determined appropriate during the EA to reflect study findings and input received through consultation.

EA Process – Stage 2



Note: The above study steps and consultation activities represent a framework to guide the future EA study. The process outlined may be refined as determined appropriate during the EA to reflect study findings and input received through consultation.

Approach for Assessing Alternatives

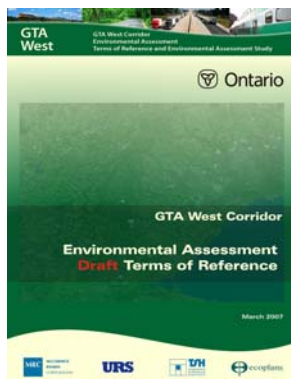
As the EA study progresses and the range of alternatives become more focused, more detailed environmental investigations will be undertaken.

Stage 1 - Assessing Alternatives to the Undertaking

- Impact assessment is based primarily on readily available information
- To determine how well the alternatives address the transportation problems / opportunities
- An Alternative to the Undertaking is selected

Stage 2 - Assessing Alternative Methods

- Impact assessment will be supplemented with field data and additional research
- An Alternative Method is selected



We encourage you to read Chapters 4, 5 and 6 of the draft Terms of Reference for an outline of the proposed decision-making process to be applied in the future Environmental Assessment.

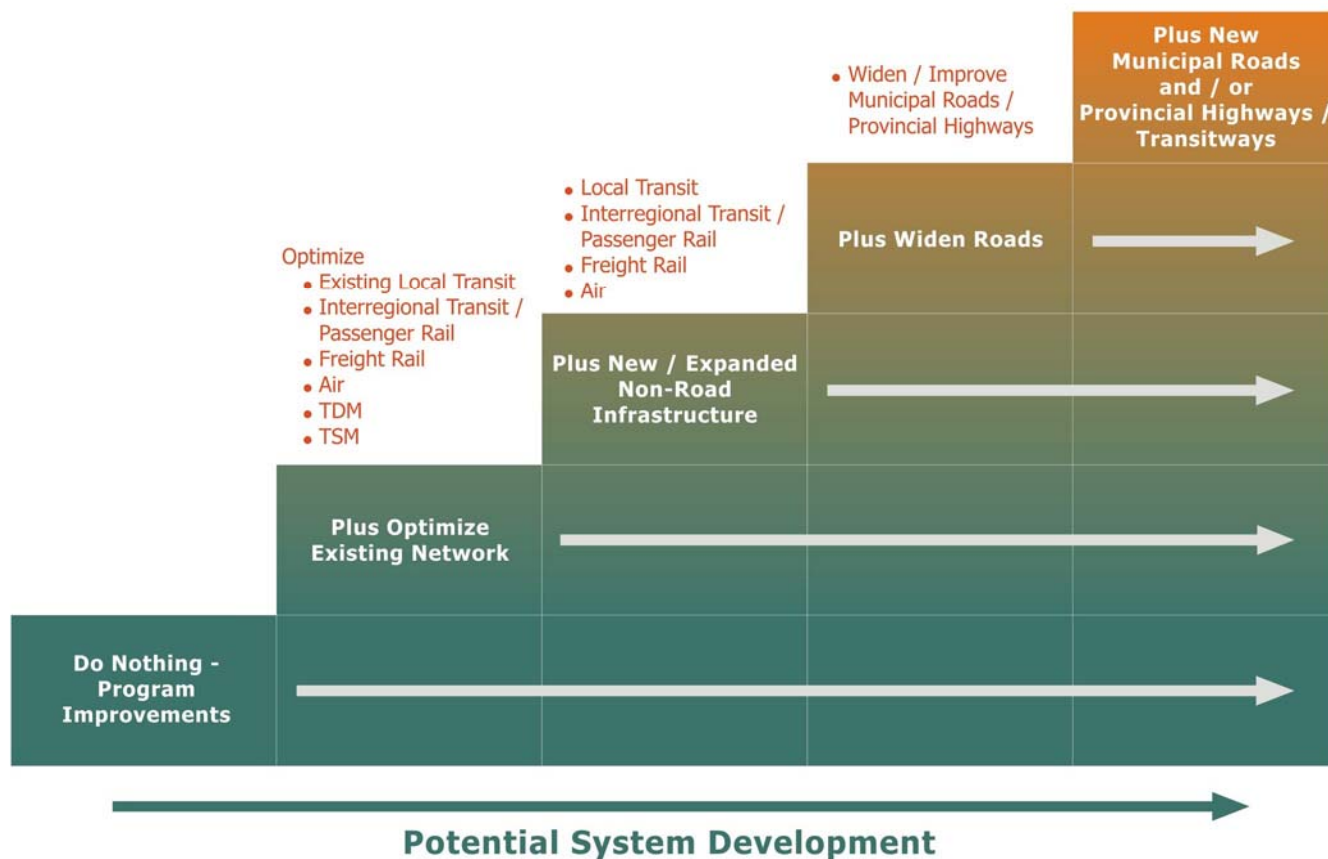
Common themes and principles:

- Existing and already proposed transportation infrastructure to be used effectively and efficiently
- Public transit will be a priority when generating and assessing Alternatives to the Undertaking
- Develop a transportation network that fosters a clean and healthy environment
- Protect natural heritage, water, agricultural, mineral and cultural heritage resources

Alternatives to the Undertaking

The following is a preliminary list of possible Alternatives to the Undertaking. The list will be refined in consultation with stakeholders during Stage 1 of the EA.

- **Do Nothing**
- **Travel Demand Management (TDM)**
 - Measures to improve the operation of the current transportation system (i.e. Alter Travel Time, Change Travel Mode)
- **Transportation Systems Management (TSM)**
 - Measures to improve the efficiency and safety of the existing transportation system (i.e. Intelligent Transportation Systems, High Occupancy Vehicle lanes, etc.)
- **Improved and/or New Transit Services**
- **Improved and/or New Passenger Rail Service**
- **Improved and/or New Goods Movement by Rail**
- **Improved and/or New Marine Service**
- **Improved Air Transport Service**
- **Improved and/or New Roadways/Transitways**
- **Combinations of the above**



Assessing Alternatives to the Undertaking

The assessment of the Alternatives to the Undertaking will be carried out at a functional / strategic level. The following factors and criteria will be considered:

CRITERIA

Factor: Transportation

The degree to which the proposed transportation system modification:

- supports federal/provincial/municipal transportation policies/goals/objectives
- improves system capacity & efficiency for the movement of people and goods
- improves system capacity & efficiency to reduce growth in peak travel demand
- makes effective and efficient use of the existing road and transit system through the use of Transportation Demand Management and Transportation System Management strategies
- improves system reliability and redundancy during adverse conditions
- improves traffic safety through congestion reduction
- enhances goods movement by linking inter-modal facilities, international gateways and communities within the Greater Golden Horseshoe
- improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system

Factor: Land Use

The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans

Factor: Economy

The degree to which the proposed transportation system modification supports provincial, regional and municipal:

- manufacturing and trade
- tourism and recreation
- agriculture

Factor: Environment

The degree to which the proposed transportation system modification:

- affects natural features (e.g. aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality)
- affects socio-economic features (e.g. land use, communities, resources)
- affects cultural features (e.g. historical, archaeological and First Nations sites)
- reduces the consequences resulting from congestion such as higher noise levels, reduced air quality, etc

Assessing Alternative Methods

During Stage 2 of the EA, assessment is carried out at a greater level of detail.

The following factors are used for evaluating Alternative Methods. Specific criteria and measures will be developed in consultation with stakeholders during the EA.

1. NATURAL ENVIRONMENT
1.1 Fisheries and Aquatic Ecosystems
1.1.1 Fish Habitat
1.1.2 Fish Community
1.2 Terrestrial Ecosystems
1.2.1 Wildlife
1.2.2 Wetlands
1.2.3 Forests
1.2.4 Vegetation
1.2.5 Designated/Special Areas
1.3 Groundwater
1.3.1 Areas of Groundwater Recharge and Discharge
1.3.2 Groundwater Source Areas and Wellhead Protection Areas
1.3.3 Large Volume Wells
1.3.4 Private Wells
1.3.5 Groundwater-Dependent Commercial Enterprises
1.3.6 Groundwater-Sensitive Ecosystems
1.4 Surface Water
1.4.1 Watershed / Subwatershed Drainage Features/Patterns
1.4.2 Surface Water Quality and Quantity
1.5 Air Quality
1.5.1 Sensitive Receptors to Air Pollutants and Greenhouse Gases

3. CULTURAL ENVIRONMENT
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes
3.1.1 Buildings or “Standing” Sites of Architectural or Heritage Significance, or Ontario Heritage Easement Properties
3.1.2 Heritage Bridges
3.1.3 Areas of Historic 19 th Century Settlement
3.1.4 Cultural Heritage Landscapes
3.1.5 Aboriginal Peoples’ Burial Sites
3.1.6 Cemeteries
3.2 Cultural Heritage – Archaeology
3.2.1 Pre-Historic and Historic Aboriginal Peoples’ Archaeological Sites
3.2.2 Historic Euro-Canadian Archaeological Sites

2. LAND USE / SOCIO-ECONOMIC ENVIRONMENTAL
2.1 Land Use Planning Policies, Goals, Objectives
2.1.1 Aboriginal People’s Land Claims
2.1.2 Provincial / Federal Land Use Planning Policies/Goals/Objectives
2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives
2.1.4 Development Objectives of Private Property Owners
2.2 Land Use – Community
2.2.1 Indian Reserves
2.2.2 Aboriginal Peoples’ Sacred Grounds
2.2.3 Urban and Rural Residential
2.2.4 Commercial/Industrial Operations
2.2.5 Tourist Areas and Attractions
2.2.6 Community Facilities / Institutions
2.2.7 Municipal Infrastructure and Public Service Facilities
2.3 Noise Sensitive Areas (NSA's)
2.3.1 Highway Noise
2.4 Land Use - Resources
2.4.1 Aboriginal Peoples’ Treaty Rights and Use of Land and Resources for Traditional Purposes
2.4.2 Agriculture
2.4.3 Parks and Recreational Areas
2.4.4 Aggregate and Mineral Resources
2.7 Landscape Composition
2.7.1 Scenic Composition
2.7.2 Sensitive Viewer Groups
2.7.3 Scenic Value of Views/Vistas From the Transportation Facility

4. TRANSPORTATION
4.1 System Capacity & Efficiency
4.1.1 Movement of People
4.1.2 Movement of Goods
4.1.3 System performance during peak periods
4.3 Safety
4.3.1 Traffic Safety
4.3.2 Emergency Access
4.4 Mobility & Accessibility
4.4.1 Modal integration and balance
4.4.2 Linkages to Population and Employment Centres
4.4.3 Recreation and Tourism Travel
4.4.4 Accommodation for pedestrians, cyclists and snowmobiles
4.5 Network Compatibility
4.5.1 Network connectivity
4.5.2 Flexibility for future expansion
4.6 Engineering
4.6.1 Constructability
4.6.2 Compliance with design criteria

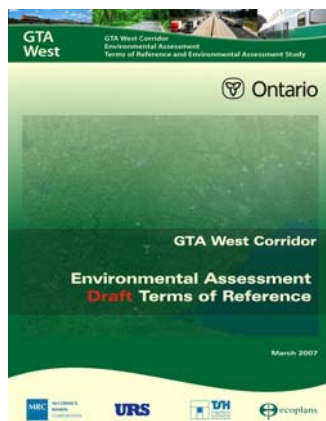
Consultation Goals and Objectives

1. To Gather Information

- MTO will utilize specialists; however, the public has a unique understanding of their local communities
- MTO needs the public viewpoint on “*what the public values most within their communities*”. This can help the Project Team develop solutions that are sensitive to local needs while meeting provincial objectives

2. To obtain input to the Decision Making Process

- Consultation serves to improve the decision making process by providing the Project Team with valuable local information



- **The Current ToR is “Draft for Consultation”**

- MTO is seeking comments on the draft Terms of Reference
- We are seeking comments from the public, municipalities, government agencies, municipalities, First Nations and interest groups on possible ways to improve the process, and/or the consultation program for the future Individual EA

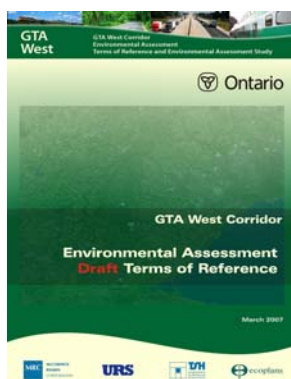
Following the review period for this draft ToR (**which ends on May 18th 2007**) MTO will review these comments and enhance the document as appropriate prior to submission to the Ministry of the Environment.



Consultation is integral to the Environmental Assessment process. The draft ToR outlines a consultation plan to be followed during the EA.

The draft ToR outlines types of consultation and notification techniques that will be used. This approach has been developed based on:

- Ensuring that potentially affected or interested parties are given the opportunity to participate in the consultation process
- Providing opportunities for input at key study stages
- Considering and documenting input received during consultation
- Making reasonable efforts to resolve concerns
- Responding to new issues that may arise as the study proceeds



We encourage you to read Chapter 8 of the draft Terms of Reference for an outline of the proposed consultation approach.

Outreach and Consultation

Seven rounds of consultation activities are proposed for the overall EA process:

Terms of Reference

1. EA Terms of Reference

Stage 1



2. Problems/Opportunities and Preliminary Analysis of Alternatives
3. Purpose and Rationale for the Undertaking
4. Identification and Selection of Alternatives to the Undertaking

Stage 2

5. Refinement of the Study Area, Identification of Study Area Features and Generation of Alternative Methods
6. Refinement, Assessment/ Evaluation of Alternative Methods and Selection of a Preferred Alternative
7. Concept Design and Mitigation of the Preferred Alternative

Each round of consultation will include Public Information Centres held in York Region, Peel Region, Halton Region and the Guelph/Wellington County area. Follow-up activities (such as workshops, stakeholder group meetings, etc.) will also be held.

Notification for public information centres will include advertisements in local newspapers, mailings to the contact list, emails and letters to agencies, municipalities and First Nations.

Your comments are encouraged at any time during the study

Interested persons may contact the Project Team regarding issues of concern at any time during the study. Opportunities for comment and study information are available on the project website.

Please visit our website at: www.gta-west.com

Community Advisory Group

A Community Advisory Group (CAG) will be formed if the ToR is approved by the Minister of the Environment, to provide valuable input from a community perspective.

The CAG will include representation from several stakeholder / interest groups, organizations, and individuals in and around the Preliminary Study Area. It will meet at key points during the study to provide input to the Project Team on identified issues.

Roles and Responsibilities of the CAG

The CAG will be a volunteer advisory group to the Project Team and MTO (but will not be a decision-making entity). It will:

- Act as a sounding board where CAG and the Project Team can discuss ideas and early study outcomes
- Provide input on the direction and findings of the Environmental Assessment Study from a community perspective
- Provide a sense of the broader community reactions and concerns and how these might be addressed
- Provide a direct, channel of communications between representatives of the community and the Project Team

Applying to become a member on the CAG:

If you are interested in representing your community on the CAG, please fill out an application form available at this Public Information Centre and send it with a copy of any relevant credentials to the contact listed on the form. We will keep your information on file and contact you at the appropriate stage of the study if you have been selected. Application forms are also available on the project web site: www.gta-west.com



Existing Conditions – Environmental and Land Use Data Collection

During this stage of the project, the consultant team is gathering background information from municipalities, agencies and other stakeholders in the study area, including the general public.

Information as displayed provides a general overview of the main environmental features, based primarily on Natural Resource Value Information System (NRVIS) environmental mapping and Land Information Ontario (LIO) base topographic mapping. More detailed information is currently being collected and will be displayed at future Public Information Centres.

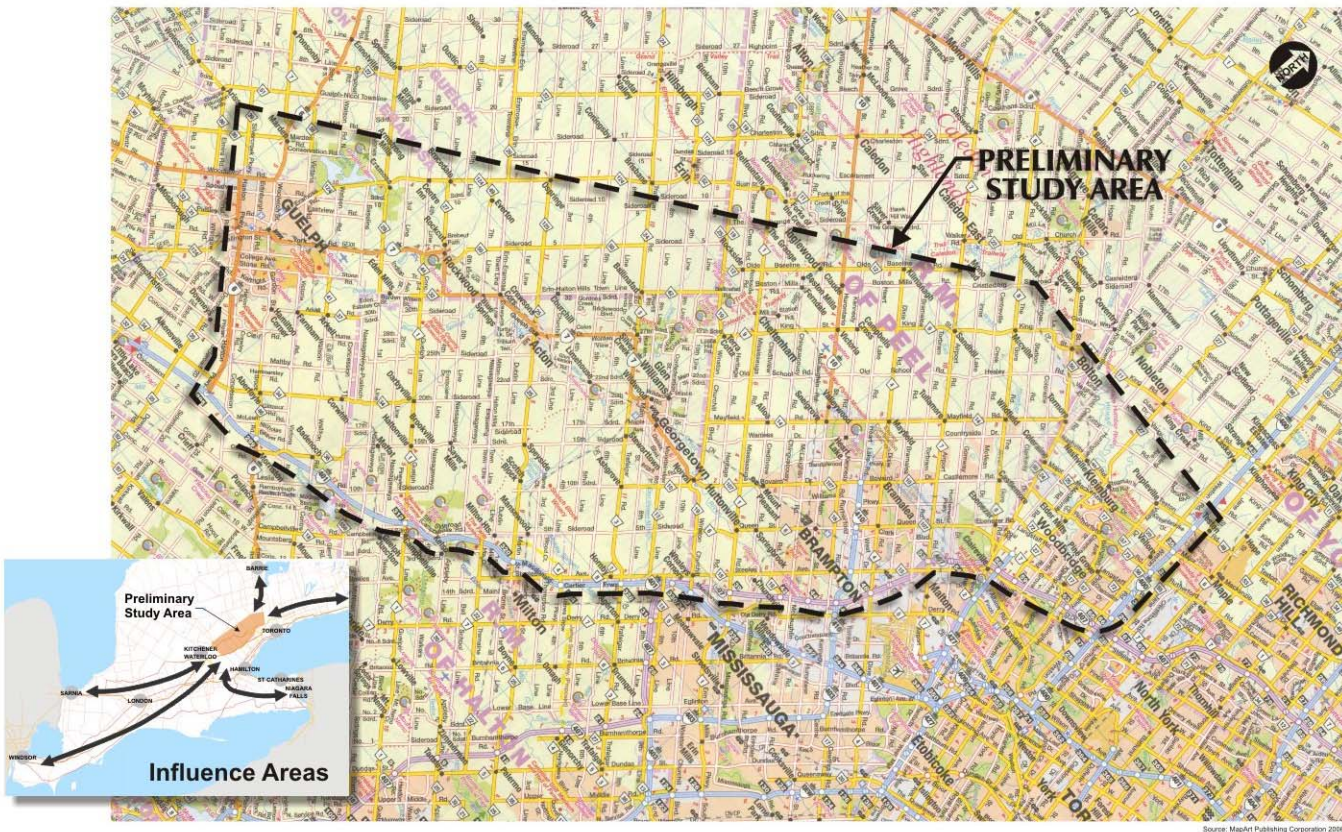
The following table outlines the background information (reports and mapping) being collected, and the main sources for it.

Information / Data	Potential Source
Land Information Ontario (LIO) base topographic mapping	Ministry of Natural Resources
Natural Resource Value Information System (NRVIS) environmental mapping (e.g. wetlands, Areas of Natural and Scientific Interest, Environmental Sensitive Areas)	Ministry of Natural Resources
Greenbelt Plan and mapping	Ministry of Municipal Affairs and Housing
Niagara Escarpment Plan and mapping	Niagara Escarpment Commission
Wildlife and Vegetation Resources: <ul style="list-style-type: none"> Species At Risk, provincially rare species and regionally/locally significant species mapping Significant wildlife habitat mapping Additional wetland mapping 	Ministry of Natural Resources Natural Heritage Information Centre Conservation Authorities Other local sources
Aquatic Resources: <ul style="list-style-type: none"> Watercourses (i.e. rivers, creeks) Fisheries information (e.g. fish sampling data, Fish Management Plans, Species at Risk and other rare species, significant fish habitat, flow information) Drain mapping and classification 	Ministry of Natural Resources Natural Heritage Information Centre Fisheries and Oceans Canada (DFO) Conservation Authorities Other local sources
Environmentally Sensitive Areas (ESA) Studies, Natural Heritage studies, Watershed and Subwatershed Studies and mapping	Conservation Authorities Municipalities
Groundwater studies and mapping: <ul style="list-style-type: none"> Sensitive / protected groundwater areas, recharge and discharge areas 	Ministry of the Environment Municipalities
Floodline and Regulated Areas mapping	Conservation Authorities
Municipal Official Plans and mapping of: <ul style="list-style-type: none"> Land use designations / land use zoning Emergency Services locations (police/ fire/ ambulance) Schools Greenland Systems Significant Woodlands Designated Environmentally Sensitive or Significant Areas Designated and sensitive groundwater areas or features 	Municipalities
Road System mapping	Municipalities
Rail Corridors mapping	Rail Authorities Municipalities
Utility Corridors mapping	Utility Authorities Municipalities
Waste disposal sites and contaminated properties mapping	Ministry of the Environment Municipal records
Heritage buildings, sites or cemeteries mapping	Ministry of Culture local Heritage Committees Municipalities
Heritage Reports or listings of designated properties	Ministry of Culture Municipalities
Archaeological resources	Ministry of Culture
Economic Development reports or studies	Municipalities

If you wish to contribute to the information being collected on existing environmental conditions, please fill out a comment sheet and ask us to contact you for additional information. Your knowledge of local conditions is important to us.

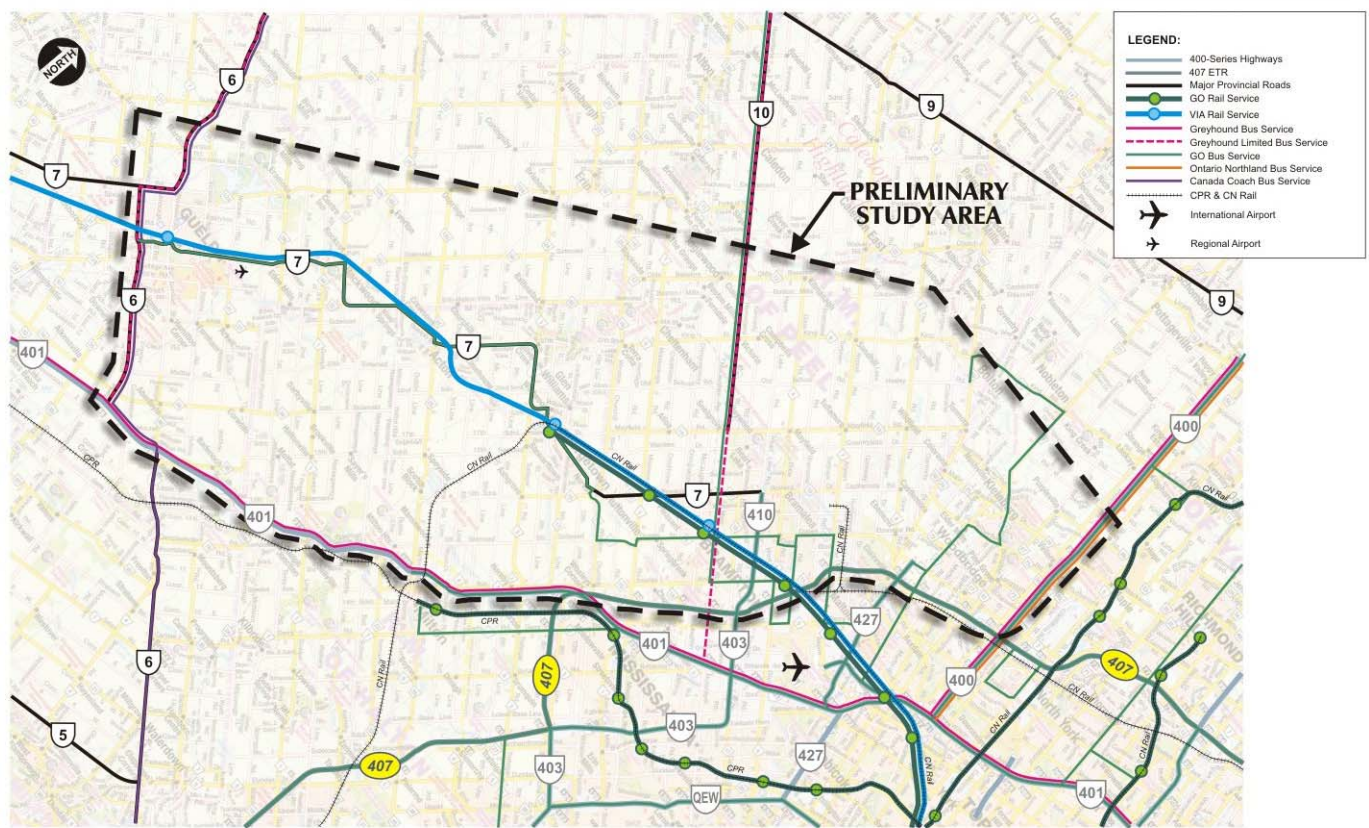


Preliminary Study Area

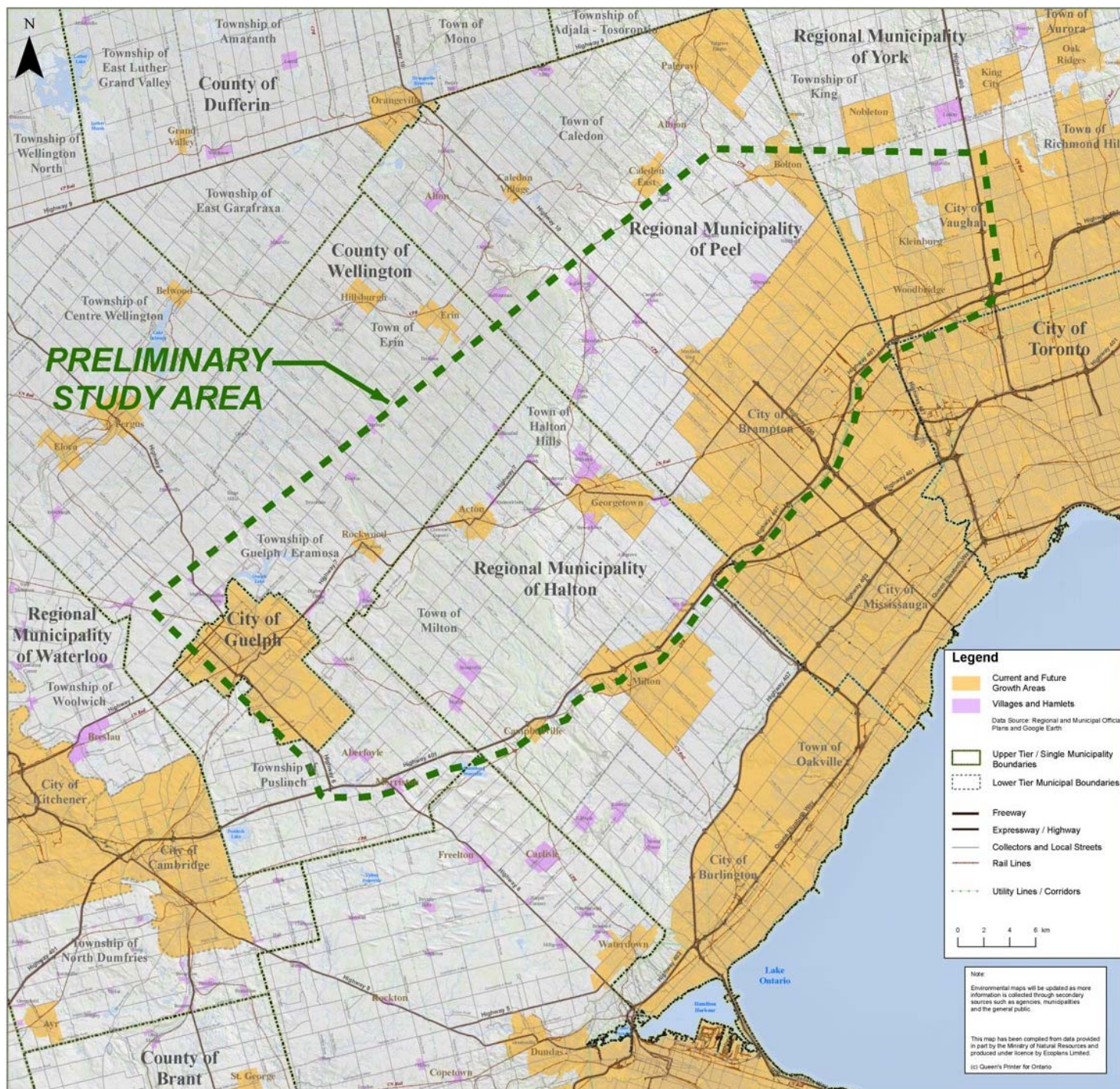




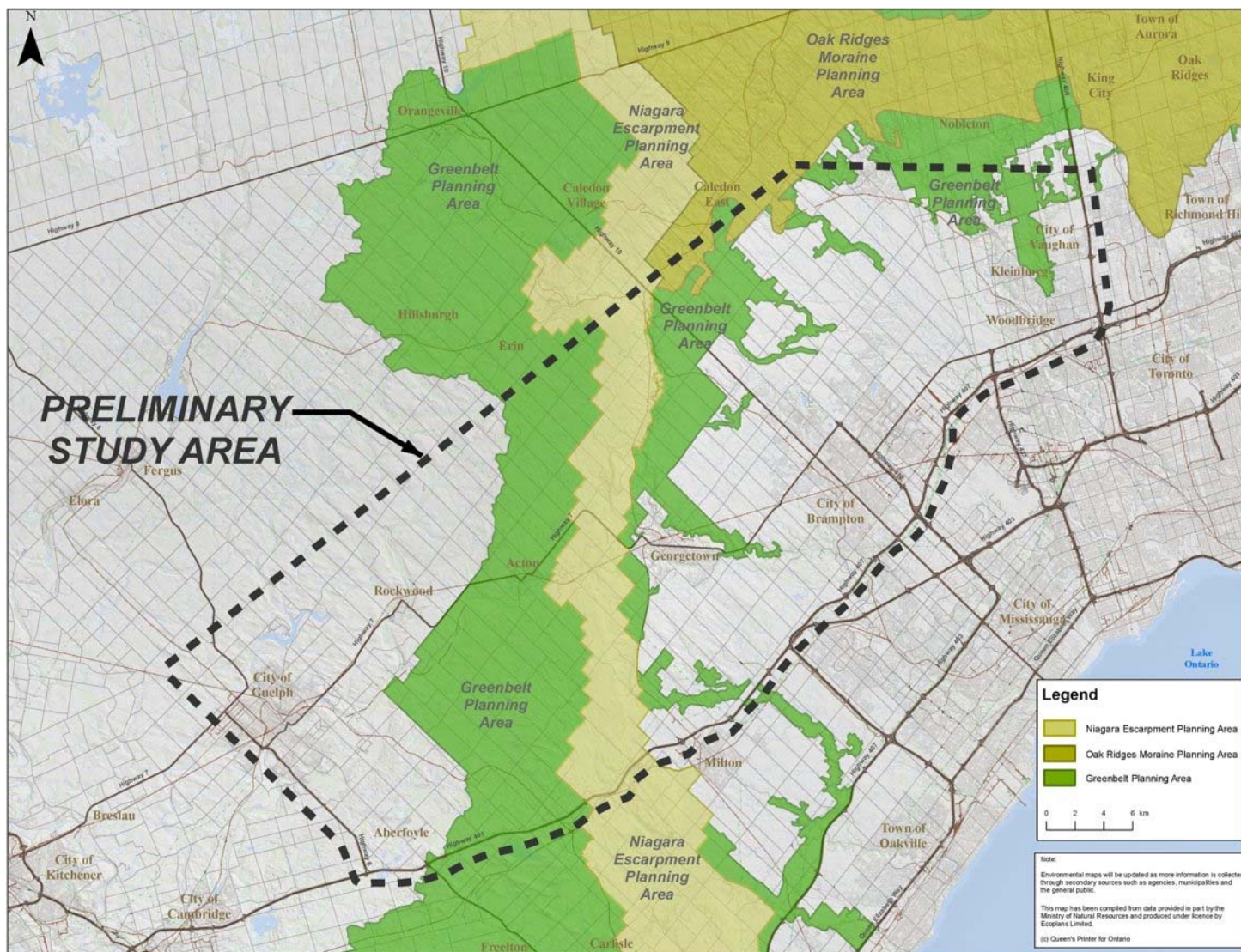
Existing Major Transportation Infrastructure



Existing and Proposed Development

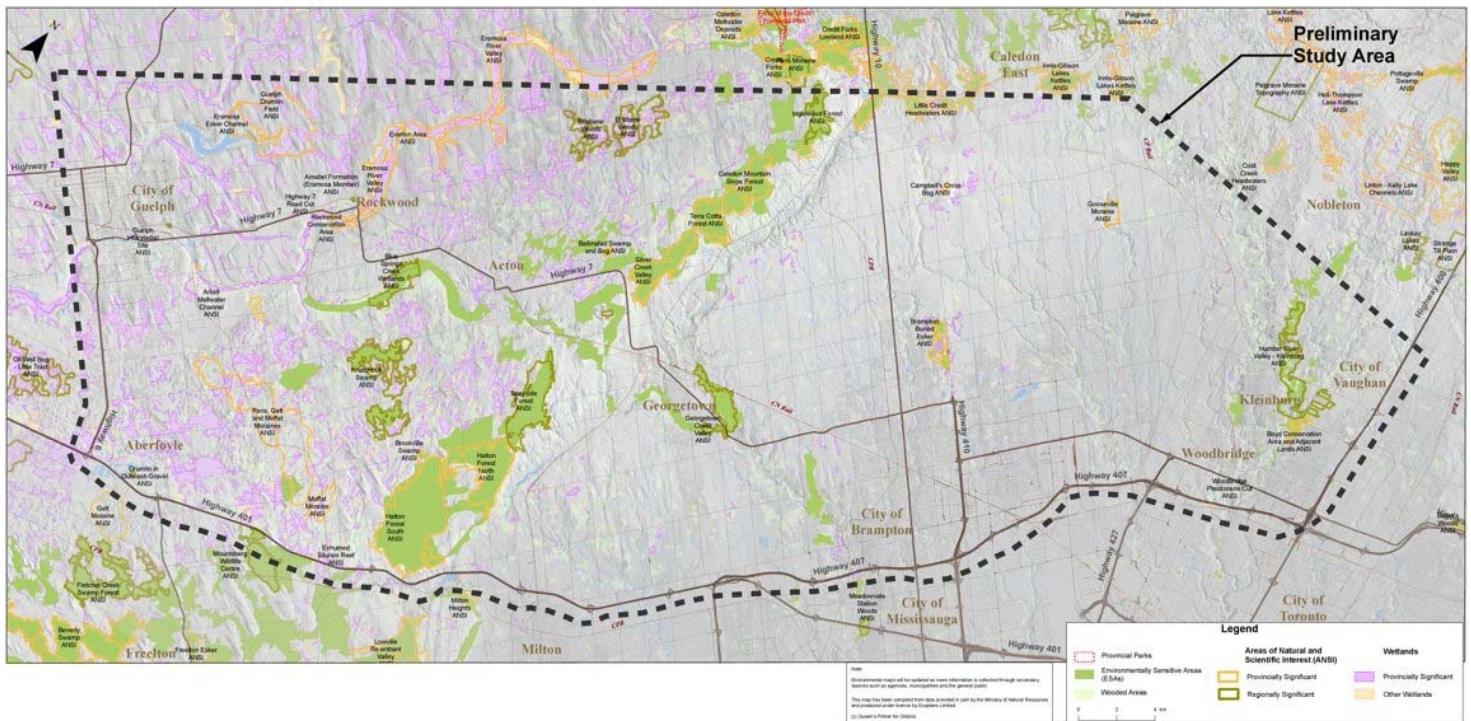


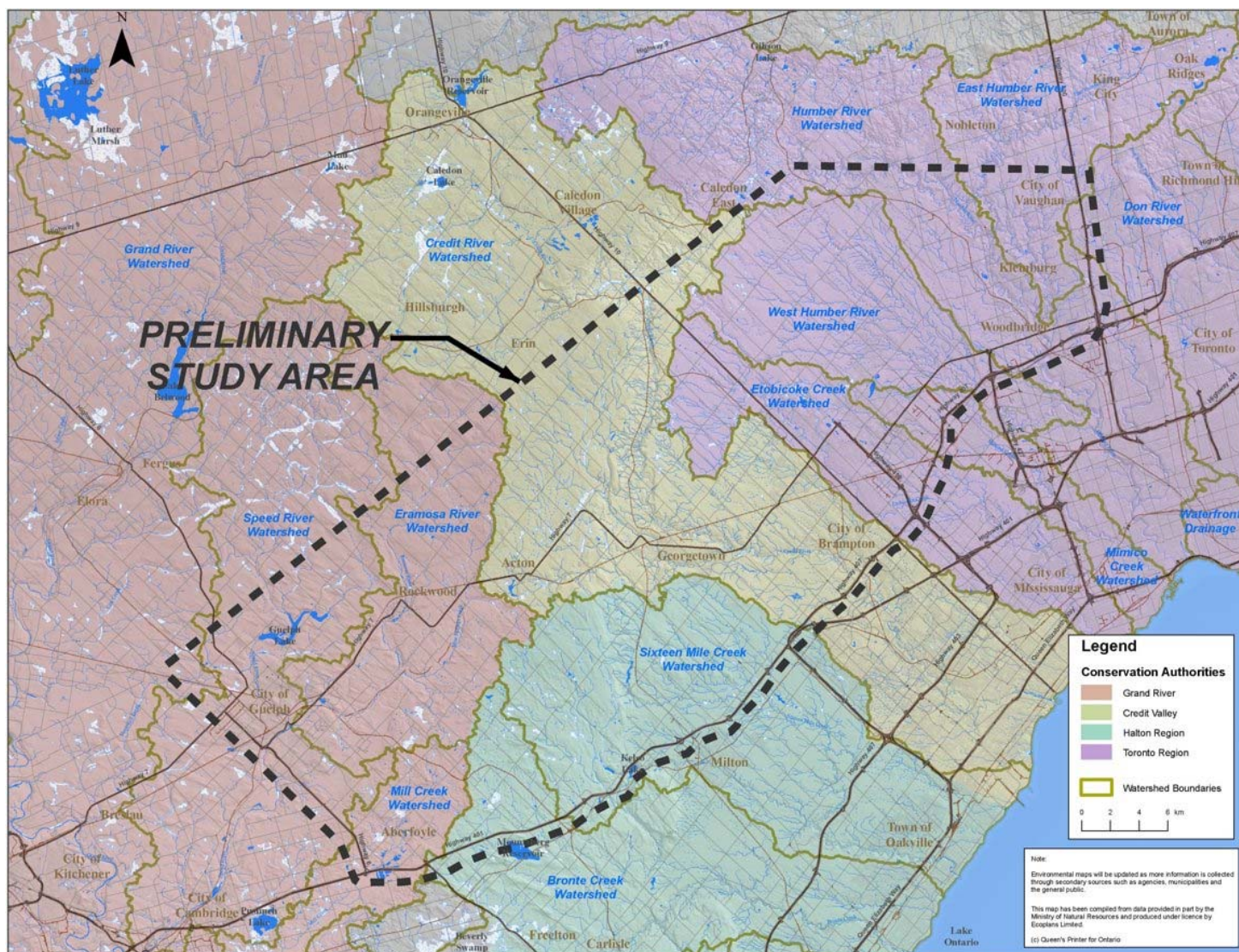
Existing Land Use Policy Areas





Existing Designated Features





Summary of Core Messages

1. This is a *preliminary* stage of the EA Process:

- A specific project has not been identified at this point in time
- MTO is committed to examining all modes of transportation (road, transit, rail, air)
- Given the large size of the Preliminary Study Area and the complex nature of the transportation issues, the results of the study will likely be a multi-modal transportation solution

2. The EA for the GTA West Corridor will identify work on:

- Transportation problems
- How they should be addressed (including consideration of roads, rail, transit, etc.)

These issues will be studied in consultation with interested stakeholders. This assessment will be based on the latest data, the latest planning methodologies and government policies and planning documents.

3. The current ToR is “Draft for Consultation”

- MTO is seeking comments on the draft Terms of Reference
- Specifically, we are seeking comments from the public, municipalities, government agencies, municipalities, First Nations and interest groups on ways to improve the process, and/or the consultation plan
- Following the review period for this draft ToR (**which ends on May 18th 2007**) MTO will review these comments and enhance the document as appropriate prior to submission to MOE

4. Two Stage EA

- MTO is proposing a two stage approach to the EA. The first stage will focus on the need for transportation improvements and the consideration of all modes of travel/transport (road, rail, transit, marine, etc.). Stage 2, if required, will focus on the specifics of the recommended transportation system improvements and the final EA documentation

Providing Your Comments

Comments on the Draft Terms of Reference (ToR)

A copy of the draft ToR is available on the **project web site** which includes a “Contact Us” feature allowing for email contact with the Project Team. Please visit: www.gta-west.com

The draft ToR is also available for viewing at libraries in York Region, Peel Region, Halton Region, and the Guelph/Wellington County area. You can provide comments on the Draft ToR by mail, fax or e-mail to:

<p>Mr. Jin Wang, Project Co-ordinator Ontario Ministry of Transportation Provincial and Environmental Planning Office 301 St. Paul Street, 2nd Floor St. Catharines, ON. L2R 7R4</p> <p>Phone: (905) 704-2117 Fax: (905) 704-2007 e-mail: project_team@gta-west.com</p>	<p>Mr. Neil Ahmed, P. Eng., Consultant Project Manager McCormick Rankin Corporation 2655 North Sheridan Way Mississauga, ON. L5K 2P8</p> <p>Toll Free: 1(877) 562-7947 Phone: (905) 823-8500 Fax: (905) 823-8503 e-mail: project_team@gta-west.com</p>
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Public comments serve to inform the decision making process. All written comments received by email, letter, comment sheet or fax will receive a written response.

As part of the Consultation Record that will be submitted to MOE in support of the final EA Terms of Reference, a table that summarizes every comment received and the response to the comment will be included. Personal information will be withheld.

**Des renseignements en français sont disponibles sur demande à
cette séance d'information publique ou en s'adressant à
Mr. François Doyon au (905) 823-8500, poste 313**

Following this first round of PICs, the Project Team will :

- Respond to PIC comments
- Follow-up meetings with Agencies/Municipalities
- Revision of the draft ToR and preparation of a *Consultation Record*
- Publication of a "Notice of Submission" in local newspapers
- Formal submission of the ToR to the Minister of the Environment for approval
- 30-Day Public and Agency Review
- Approval Decision by the Minister of the Environment

Formal Approval Process for the Terms of Reference once submitted to the Minister of the Environment:

- *MOE will post a ToR summary on its Environmental Assessment EA Activities Website*
- *MTO will place an advertisement in newspapers*
- *MTO will send letters to all individuals on its mailing list*
- *MTO will post the complete ToR document on its project website*
- *MTO will distribute the ToR to libraries and municipal offices for public review*
- *MOE will initiate a public and government review of the ToR*
- *MOE will consider the comments received when making a decision*
- *The ToR may be amended by MOE based on the comments received*

Thank you for attending.

***Please feel free to ask questions and
fill out a comment sheet before you leave.***

***You may also submit your comments later by mail, fax or email.
We ask that all comments on the draft Terms of Reference be
submitted to the Project Team by May 18, 2007***

**APPENDIX H
COMMUNITY ADVISORY GROUP
APPLICATION FORM**

Community Advisory Group Application Form

The role of the Community Advisory Group (CAG) will be to assist the Project Team by providing information and input relative to community interests and study issues. If you live in the GTA West preliminary analysis area, and would like to be considered for membership on the CAG, there are three options for completing the form:

1. **Fax:** 905-823-2669 (Attention: GTA West Project Team)
2. **Mail:** Ecoplans Limited 2655 North Sheridan Way, Mississauga, ON. L5K 2P8 (Attention: GTA West Project Team)
3. **Online:** Provide the information below via the comment form on the "Contact Us" page (Subject: CAG Membership)

Please note that not all applicants are guaranteed to become CAG members.

PLEASE PRINT

1. Background Information

Name: _____

Residential Address: _____

Postal Code: _____

E-Mail: _____

Residential Tel.: _____

Business Tel.: _____

Fax: _____

What is your occupation?

2. What are your key areas of interest concerning this study?

3. Are you a member of any organization or interest group (i.e. community, natural environment, agriculture etc.)?

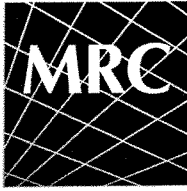
☐ Yes

☐ No

If yes, please specify which group you are a member of:

This Information is being collected to assist the Project Team.
It will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all information will become part of the public record.

APPENDIX I
MUNICIPAL ADVISORY GROUP MEETING
SUMMARY NOTES



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: aweihing@mrc.ca
Website: www.mrc.ca

NOTES OF MUNICIPAL ADVISORY GROUP MEETING #1

PROJECT: GTA West Corridor, EA Terms of Reference and EA Stage 1
Assignment No. 2006-P-055675

OUR FILE: W.O. 6720

DATE: March 6, 2007, 10:00 a.m. to 3:00 p.m.

PLACE: Humber Creek Room, Holiday Inn Select, Brampton, Ontario

PRESENT: **MTO**

Jin Wang	MTO Provincial and Environmental Planning
Heidi Garbot	MTO Provincial and Environmental Planning
Robin Ashdown	MTO Provincial and Environmental Planning
Patrick Griepsma	MTO Provincial and Environmental Planning
Steve Ganesh	MTO Urban Planning Office
Sabeen Khokar	MTO Urban Planning Office
Carolyn Southey	MTO Central Region

**Consultant Joint
Venture (CJV)**

Neil Ahmed	McCormick Rankin Corporation
Alex WeiHING	McCormick Rankin Corporation
Mike Bricks	Ecoplans Limited
Amy Didrikson	Ecoplans Limited

Municipalities

Tom Apparao	Region of Peel
Sabbir Saiyed	Region of Peel
Sean Ballaro	Region of Peel
Nick Zervos	Halton Region
Loy Cheah	York Region
Gord Ough	County of Wellington
Geoffrey Keyworth	City of Guelph
Paula Sawicki	Region of Waterloo
Farhad Aziz	City of Brampton
Janice Given	City of Brampton
Chris Duyvestyn	City of Brampton
Bruce MacLean	Town of Halton Hills
Chris Mills	Town of Halton Hills
Bob Wheildon	Gamsby & Mannerow Limited, on behalf of Township of Puslinch
Haiqing Xu	Town of Caledon
Dan Kennaley	Town of Caledon
Bill Mann	Town of Milton
Michael Won	City of Vaughan
Wayne McEachern	City of Vaughan
Matthew Williams	City of Mississauga
Stephen Kitchen	Township of King

PURPOSE: Municipal Agencies Group (MAG) Meeting #1 to discuss the Draft EA Terms of Reference

ITEM DISCUSSION:

**ACTION
BY:**

- 1.0 MTO provided a brief overview of the study. Those present were introduced. MRC and Ecoplans gave a presentation on preparing the draft EA ToR and its components, overview of the local context of the study, and the consultation approach. The following summarizes key discussions that took place during and following this presentation:

1.1 Preliminary Study Area

Defining the Preliminary Study Area

- 1.1.1 A topic of discussion throughout the meeting was the definition of the “preliminary study area” which was made public in the Notice of Study Commencement. Concerns included what this area represented and that potentially this area would not capture all the area transportation issues and solutions.

The Project Team clarified that the “preliminary study area” is the initial area in which transportation problems and needs are to be addressed by the study, and a potential “solution” is likely to occur. It is anticipated that any recommended solution will occur within this preliminary study area given the intended purpose of the study, however this is not a hard boundary and may be extended once the problems are defined and travel demands are determined.

The definition of the “problem” will take place through system analysis which will look beyond this preliminary study area. An example raised was concern over goods movement taking up space on the road network. MTO responded that the system analysis would be carried out based on a GGH-wide network and goods movement traffic would be analysed including gateways to U.S. borders.

Western Limit of the Preliminary Study Area

- 1.1.2 The following issues were brought up with regard to the western limit of the study:
- The Region of Waterloo indicated that there is a gap situated partially in the Region of Waterloo once all the major provincial planning studies are overlaid (Hwy 24, NGTA, GTAW etc.) Therefore at least part of the Region of Waterloo should be included in GTAW study.
 - The Region of Waterloo also indicated that there is no transit solution in the completed Highway 7 EA study. Therefore for the GTAW study to fully consider transit solutions the study area may need to be extended into the Kitchener-Waterloo area.
 - The City of Guelph expressed concerns with regard to traffic volumes on connections between Guelph and Kitchener-Waterloo and whether this would be captured in the study.

MTO stated that at this stage of the study the Preliminary Study Area would remain as “Preliminary” and serve as a starting point for the EA initiation, and provide a basis and scope for initial consultation.

ITEM DISCUSSION:

**ACTION
BY:**

Northern Limit of the Preliminary Study Area

- 1.1.3 There was discussion as to whether to use the Oak Ridges Moraine as the Northern boundary of the Preliminary Study Area.

- The Region of Peel suggested Highway 9 would be more appropriate as a north limit.
- The Town of Caledon requested the study area boundary be revised to include Highway 9 at the current phase of the EA study.
- There was also a question as to why the Oak Ridges Moraine was a hard boundary while the Greenbelt and the Niagara Escarpment were not.

MTO stated that one of the purposes of the study is to address linkages to the *Urban Growth Centres* in the Corridor. Since all of these Centres are south of the Oak Ridges Moraine, alternatives further north (i.e. within the Moraine or to Highway 9) would unlikely address this purpose of the study. It was noted that the transportation modelling work would be carried out in a broader context extending further north. It was agreed that communicating the Oak Ridges Moraine as a hard boundary was an issue. The messaging will be reviewed by the Project Team.

PT

It was noted that the first step in Phase 2 of the EA would be to refine the preliminary study area. This intent is included in the draft ToR.

1.2 Consultation Approach and Techniques

Stakeholder Inclusion

- 1.2.1 The following issues were discussed in relation to the stakeholders that should be included in the process:

-
- There was a question as to what PIR's (Ministry of Public Infrastructure Renewal) involvement was in the process and whether they were a co-proponent in this study. MTO responded that they are involved through the consultation process, not as a co-proponent.
- The Region of Peel noted that trucking organizations were not specifically included in the proposed consultation process plans. MTO confirmed that trucking organizations will be consulted through the EA process through the Transportation Service Providers Advisory Group.
- There was a question as to whether there was a plan in place to involve CEAA in the process. Ecoplans responded that it is too early in the process for a CEAA trigger to be evoked however CEAA is invited to participate early in the process to ensure they are aware of the study scope.

PT

- 1.2.2 Concern was expressed about obtaining viewpoints which represent a broad cross-section of the public. Because of this concern, public polling was raised as a possible part of the process. There were logistical concerns expressed by the Project Team with regard to obtaining MTO approval for such polling. MTO stated that through public consultation,

ITEM DISCUSSION:

**ACTION
BY:**

and by including a broad range of stakeholder groups, an understanding of broad public opinion would likely emerge.

Meetings and Presentations

- 1.2.3 It was requested that Municipalities also be made aware of what transpires at the stakeholder meetings such as the RAAG meetings. Ecoplans responded that minutes for the RAAG meetings will be made available to the municipalities and will be posted on the project website. There was a question as to whether there were any potential issues with posting the MAG minutes on the website. The consensus was that it was not an issue, however a draft would need to be sent for review by those attending prior to the minutes being made public. PT
- 1.2.4 There was an inquiry as to whether presentations for lower tier local municipalities would be made available. MTO stated that for those that request such a presentation, it would likely be accommodated. These requests should be directed to MRC. However the Project Team could not commit to such presentations for all municipalities due to lack of resources and time given the number of municipalities involved. The Project Team is however committed to council or committee presentations for all upper tier municipalities. These will be coordinated following the meeting. MAG/PT
- 1.2.5 The County of Wellington stated that holding a joint Council presentation with the City of Guelph was a possible option.

Consultation Schedule

- 1.2.6 It was collectively agreed that the municipalities would need the full 9 week review period to review the draft EA ToR. Concern was expressed that if this timeframe was compressed the municipalities would not have the ability to fully review the document. MRC stated that it was unlikely the schedule for release of the draft EA ToR would need to be adjusted. MTO suggested that if there was any delay in distributing the draft EA ToR the schedule would be adjusted to accommodate the 9 week review period.
- 1.2.7 The City of Guelph advised that PIC's were taking place in the month of April and May on their Growth Management Strategy. GTAW PIC's should therefore be scheduled to avoid conflicts. PT

1.3 Issues in Defining the Potential Transportation Problem

Goods Movement vs. People Movement

- 1.3.1 It was suggested that one interpretation of the Growth Plan is that no new highways would be built for people movement since the focus will be on transit. New highway solutions may be considered for goods movement.
- MTO responded that the Growth Plan does not preclude new facilities for people movement, but puts an emphasis on transit first. This study will examine transportation issues related to both people movement and goods movements.

ITEM DISCUSSION:

**ACTION
BY:**

Other Problems/Opportunities to Consider

- 1.3.2 A question was raised as to whether hydro transmission sharing of corridors was being considered during this study. It was clarified that this was a possibility.
- 1.3.3 A question was also raised as to how traffic growth in relation to airports was being considered. MRC stated that the GTAA is currently undertaking a study that will consider traffic growth in relation to air traffic. MTO noted that the system analysis modeling will include traffic growth associated with airports primarily from Pearson International.

Traffic Demand Forecasting Timeframe

- 1.3.4 A discussion took place on the appropriateness of the 2031 timeframe for use in the traffic demand forecasting. It was suggested that a longer timeframe would need to be considered to capture the growth needs of the area. MTO stated that accurate employment and population projections are only available up to the 2031 timeframe and this timeframe is consistent with the Growth Plan. However future outlooks will be considered beyond this timeframe in a general context-setting nature rather than quantified projections.

1.4 Issues in identifying the potential solutions

Solution as open ended

- 1.4.1 Concern was expressed throughout the meeting regarding the possible initial public impression that this study is preconceived and will recommend a new highway corridor. The following comments were made:
- The EA ToR refers to “the undertaking” and this reference may lead to the understanding that there is a preconceived facility that is being studied.
 - Guelph is considering GTA West as a Highway in their growth plan.
 - The Town of Caledon expressed concern that there would be a roadway recommended through Caledon and would like to be assured that other alternatives be considered equally.

The Project Team agreed that there was some possible confusion on this issue. Ecoplans clarified that EA Act terms have been used; “alternatives to the undertaking” is the term used in the Act and often causes confusion in large scale planning processes such as GTA West. It was noted that wording has been added to the draft ToR to attempt a better explanation of this term “alternatives to the undertaking” and the two-stage EA process description should help to clarify that there is no ‘undertaking’ at this time.

PT

Also the term “corridor” is meant to define a more focused study area and does not refer to a predetermined solution. Ecoplans suggested that both issues need to be clarified by potentially including a glossary in the EA ToR to define “Corridor” and “Undertaking” MTO agreed that the terminology of “Corridor” may also need to be revisited.

ITEM DISCUSSION:

**ACTION
BY:**

Potential Solutions:

- 1.4.2 There was a question whether the statement “Still rely on Highway 401, 407 ETR and Highway 7” on one of the slides was a direction statement. MRC responded that this is a statement of the current conditions as well as the “do nothing” alternative if it is chosen, not a direction statement.
- 1.4.3 There was a question whether the study will be looking at north/south connections as well as east/west. MRC responded that if a new road-based solution is selected then north/south connections will be considered including linkages from a potential corridor to the existing road network and recommending interchange locations if that road is a highway.
- 1.4.4 There was a question whether Highway 400 improvements would be considered. MRC responded that improvements to all major existing transportation facilities will be examined. It was noted that MTO already has EA approved plans for the expansion of Highway 400 to Barrie.
- 1.4.5 There was discussion on protection of multimodal transportation solutions to be protected for on a new corridor. A key concern was the ability to protect for transit solutions (HOV lanes, bus lanes, rail, etc) even if the anticipated demands do not support transit to the 2031 time horizon. It was agreed that this was an issue and would be addressed similar to the issue outlined in section 1.3.5 (Mike – Sec. 1.3.5 doesn’t exist!!) of these minutes
- 1.4.6 A concern was raised that if a local issue caused study delays it would affect implementation on the entire study area. Was there a plan to segment the corridor to allow progress in one area in order to proceed in others?

It is anticipated that the solution will be a combination of alternatives. The study could identify improvements that are needed sooner rather than later and there is the flexibility in the draft ToR to implement projects separately. This will become clearer at the end of Stage 1 of the EA process. The EA ToR wording in this regard will be reviewed as part of the formal review process to potentially incorporate a strategy to deal with localized delays. MTO encouraged the municipalities to review this section of the draft ToR to provide suggestions to enhance clarity.

PT

1.5 Implementation of the Potential Solution

- 1.5.1 The implementation of the solution as it may require legislative changes and funding will not be a part of this study. However a round table discussion of these issues did take place at the meeting and is summarized as follows:
- 1.5.2 There was a question as to whether legislative changes would be made with regards to land use once a preferred solution is recommended by the EA process. There was a further question as to whether the EA process was the correct tool to corridor protection or whether something like the *Parkway Belt West Plan* was more appropriate.
- MTO responded that legislative changes were not anticipated at this time. Current legislative framework requires EA approval before MTO can enact the Public Transportation and Highways Improvement Act (PTHIA) to designate a corridor.

ITEM DISCUSSION:

**ACTION
BY:**

- 1.5.3 The Region of Halton questioned how the growth plan will be funded and if funding will be a part of the study. Further there was a question whether looking at the uploading or downloading of transportation services would be considered. MTO stated that this is an implementation issue and not within the scope of the EA study.
- 1.5.4 The Region of York stated that there may be an issue with a process that presupposes that municipalities and agencies will implement the offshoot solutions. (i.e. inter-regional transit, GO transit, other non-MTO roads). Concern was raised that this EA process has no mechanism to link/implement together with these types of solutions. MTO stated that Transportation Service Providers will be invited to assist in generating and evaluating network alternatives. As a baseline, the study will make use of the official plan documents to anticipate what future municipal infrastructure improvements would be forthcoming.
- 1.5.5 There was a question as to what the role of the Greater Toronto Transit Authority (GTTA) had in this study. Ecoplans stated that at this point their role is still uncertain. The Project Team intends that they will be part of the Transportation Service Providers Advisory Group.

1.6 Discussion on GTAW and NGTA coordination

- 1.6.1 There was a question as to whether the NGTA and GTA West studies share a common study limit and if so, could corridors potentially connect. If they connect would these studies not dependent on each other? Why separate GTA West and NGTA as two different studies? MTO responded that Highway 401 is the common boundary between the two studies and that future transportation facilities within these preliminary study areas could potentially have direct connections. It was noted that there would be a high level of coordination between the two studies. These studies are separate as the purposes are distinct and separate, and are intended to address different sets of transportation problems and needs. Accordingly, the direct connection of new transportation facilities within the preliminary study areas is not an objective of either study.

1.7 Evaluating alternatives to the undertaking and alternative methods

- 1.7.1 There was a question as to whether greenhouse gas emissions would be a factor in the evaluation of options. If so would this be applied to the “alternatives to” or “alternative methods”? MTO stated that the regional greenhouse gas emissions would be considered in the “alternatives to” phase of the study. More detailed dispersion modelling would be considered at the alternative methods and concept design stages. MTO mentioned that a protocol was being developed by MTO in conjunction with provincial and federal agencies to consider greenhouse gas emissions.

- 1.7.2 The Region of Waterloo stated that current patterns of growth were part of the problem and would like to see sustainability incorporated into the evaluation.

PT

ITEM DISCUSSION:

**ACTION
BY:**

- 1.7.3 There was a question as to what stage of the study a cost/benefit analysis would be completed. MTO stated that at the end of the process the advantages and disadvantages of the recommended solution would be presented.

1.8 Other Business

- 1.8.1 It was requested that a copy of the slide presentation be distributed to the municipalities in pdf form. *Note: following this meeting the pdf of the presentation was distributed* PT
- 1.8.2 It was requested that as part of these minutes a comparison between the current schedule and the schedule presented at the previous municipal meeting held in January 2006 be provided. This comparison is as follows: PT

TASK	Jan 2006 Meeting	Present Schedule
Issue EOI notice	Jan/Feb 2006	March 2006
Commencement of Consultant Assignment	May 2006	Jan 2007
Release of draft EA ToR	Sept 2006	Mar 2007
Submission of EA ToR to MOE	Jan 2007	June 2007
Completion of EA Study Phase 1	2009	July 2009

Prepared by:
McCormick Rankin Corporation



Alex Weihing, P.Eng.

cc: Attendees, Project Team members and municipal contacts not attending.

APPENDIX J
REGULATORY AGENCY ADVISORY GROUP
MEETING SUMMARY NOTES



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NOTES OF MEETING

PROJECT: GTA West Corridor Terms of Reference
MEETING NO: Regulatory Agency Advisory Group Meeting #1
FILE NO.: 06-3184
DATE: March 9, 2007 **TIME:** 10:00 a.m.
PLACE: Holiday Inn Select Brampton – Caledon East Ballroom
 30 Peel Centre Drive, Brampton, Ontario

REGULATORY AGENCY REPRESENTATIVES

PRESENT:	Dave Bell Mike Shaw Paul Kerry Marion Plaunt Steven Strong Mike Kim Bruce Singbush Michelle Moretti Caroline de Groot Alfonso Corredor Wendy McLandress Stanley Sharon Lingertat Beth Williston June Murphy Kellie McCormack Liam Marray Dan Francey Marc Turpin	Canadian Environmental Assessment Agency Environment Canada Canadian Pacific Railway Niagara Escarpment Commission Ministry of Natural Resources Ministry of Public Infrastructure Renewal Ministry of Municipal Affairs and Housing Ministry of Municipal Affairs and Housing MTO Freight Policy Office MTO Freight Policy Office MTO Modal Policy and Partnerships Branch Toronto Region Conservation Authority Toronto Region Conservation Authority Toronto Region Conservation Authority Conservation Halton Credit Valley Conservation GO Transit Greater Toronto Airports Authority
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PROJECT TEAM

PRESENT:	Jin Wang Carolyn Southey Heide Garbot Steve Ganesh Pat Griepsma Neil Ahmed Alex Weihing Mike Bricks Amy Didrikson Karin Wall Corrine Latimer	MTO - Project Co-ordinator MTO - Senior Environmental Planner MTO - Environmental Coordinator MTO - Assistant Project Coordinator MTO - Transportation Systems Lead MRC - Consultant Project Manager MRC - Project Engineer Ecoplans - Lead EA Process, Env Planner Ecoplans - Co-ordinator EA Process TSH - Lead Environmental TSH - Assistant to Lead Environmental
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PURPOSE: Meeting to provide an overview of the EA study approach, details on the draft EA Terms of Reference and an opportunity for preliminary feedback and questions.

ITEM	PROCEEDINGS:	ACTION BY:
1.0	Introduction and Overview and Draft ToR	
1.1	N. Ahmed welcomed everyone to the meeting and initiated roundtable introductions.	
1.2	N. Ahmed, J.Wang and M. Bricks presented an introduction and overview of the EA Study, the draft EA ToR and its components, overview of the local context of the study, and the consultation approach.	
1.3	In reference to Slide 36, and the evaluation criteria proposed, consideration of the “Triple Bottom Line” tool was suggested by TRCA. This evaluation methodology involves demonstrating that the project will result in improvements to the social, economic and environmental factors (an overall net gain in all three areas). The City of Hamilton has created a Tool Kit to implement this approach. The Project Team agreed to look into this approach and consider it as the study moves forward. TRCA agreed to forward information related to the Triple Bottom Line approach to the Project Team.	PT/ TRCA
1.4	N. Ahmed outlined the previous consultation with Municipalities in January 2006 and the incorporation of their input into the current study approach. For example, municipalities requested an accelerated schedule, as well as adequate timelines to report to Councils. The current window for comment the draft Terms of Reference is 9 weeks. Municipalities also requested that consideration of impacts on Greenhouse Gas (GHG) emissions be included in the study. GHG emissions and air quality will be included in the criteria evaluating alternatives to the undertaking and alternative methods. Other elements to be considered as the study moves forward are local transportation studies and tools to protect land for a future corridor.	
1.5	N. Ahmed also described Transportation Modelling that will extend beyond the “Preliminary Study Area”. He emphasized that every mode of transportation will be considered equally in the model.	
1.6	N. Ahmed noted that the current “horizon year” for the project (and demand and growth projections) is 2031, as this is the timeframe examined in the Growth Plan, and the horizon with the best data available.	
2.0	Consultation Approach & Techniques and What’s Next	
2.1	M. Bricks presented the Consultation Approach and Techniques and outlined the Public Information Centres for the draft ToR are scheduled for mid to late April. He noted that municipalities are providing input on appropriate venues and providing the schedules of other local public consultation events to avoid conflicts.	
2.2	In presenting the next study milestones, M. Bricks noted that while the draft ToR will be released for comment in mid-March, there will be a second opportunity for comment during the Minister of the Environment’s public review period. The Minister considers these comments in an approval decision. It was noted that ToR’s are often approved with amendments based on comments and suggestions received during the review period.	

ITEM	PROCEEDINGS:	ACTION BY:
3.0	Question and Answer Session Following the presentation the floor was opened to questions and comments.	
Q.	Will the ToR be identifying a preferred alternative? This was not clear in the presentation.	
A.	Referring to Slide 17, the EA Terms of Reference will outline a process to generate and evaluate alternatives, but a preferred “Alternative to” will not be determined until the decision point following EA Stage I. It was also clarified that all modes of transportation would be considered as part of Stage I. Additional remarks were made regarding the study approach: <i>It is encouraging to see public consultation planned to occur prior to a identifying a preferred route.</i>	
Q.	It is important that the <i>problem</i> is well understood. How will the problem be defined through this study? Where do we want to move goods to and from? A long-term perspective is needed – a 50 year horizon would be advisable. Also, rail transport should be better emphasized.	
A.	The problem will be examined as the study moves forward. This is a key component of the purpose of the EA study: to examine long term transportation problems and opportunities. The Growth Plan provides a projection of anticipated growth: this provides a baseline for the EA study. The GTA West Corridor EA will determine to what <i>extent</i> transportation network improvements are needed. In EA Stage 1, travel demand markets will be examined and quantified. It was noted the planning horizon was to the 2031 timeframe as accurate employment and population projections are only available up to that timeframe consistent with the Growth Plan. However projections will be considered beyond this timeframe. Those longer term projections however will be more of a general context-setting nature rather than fully quantifiable. Additional remarks were made regarding the philosophy of the Growth Plan. <ul style="list-style-type: none"> <i>If the Growth Plan is implemented correctly there will be fewer commuters.</i> <i>The philosophy of the Growth Plan puts an emphasis on transit first and better live-work relationships.</i> 	
Q.	Will this study recommend funding to Municipalities to implement these solutions?	
A.	Funding arrangements with local municipalities are not within the scope of this study; however, discussions will occur with Municipal stakeholders throughout the study on this issue.	
Q.	You mention a number of adjacent and related studies on Slide 15. How do these studies work together/overlap? It would be helpful to see a map with the study areas defined for each MTO transportation study in the area, as well as local municipal transportation studies.	
A.	We have not developed mapping that would illustrate this, however, the Project Team can circulate mapping of other Provincial studies.	PT
Q.	Does Slide 17 illustrate the typical process that MTO would follow on a study of this size?	
A.	Yes. This is the typical Individual Environmental Assessment process for major infrastructure projects.	

ITEM	PROCEEDINGS:	ACTION BY:
	<i>CEAA indicated that the graphic was effective, however, some edits might be required.</i>	
Q.	You mentioned the consideration of GHG emissions in the evaluation of alternatives. How will GHGs be incorporated into the evaluation and measured?	
A.	Regional greenhouse gas emissions (i.e. “burden analysis”) would be considered in the “alternatives to” phase of the study. More detailed dispersion modelling would be considered at the alternative methods and concept design stage. MTO mentioned that a protocol was being developed by MTO in conjunction with provincial and federal agencies to consider greenhouse gas emissions.	
Q.	How will the consideration of Air Quality in this EA study correspond with Federal and Provincial policies on Air Quality?	
A.	The draft Protocol is being developed in conjunction with provincial and federal agencies and would be employed in the EA study.	
	<i>Any agency interested in obtaining further information on the Protocol should contact Jin Wang, MTO Project Co-ordinator with the Ministry of Transportation.</i>	
	<i>There was a subsequent request for a copy of the presentation at the meeting. Ecoplans will e-mail the presentation handout to all attendees as well as those who could not attend the meeting.</i>	Ecoplans
	[Post-note: the presentation was sent by e-mail to all attendees as well as the Federal contact list and Provincial contact list on March 12th 2007].	
Q.	The Preliminary Study Area is too narrow in terms of the north/south boundary. Highway 9 is becoming a major Provincial Route and the Preliminary Study Area should be expanded to include this under the northern boundary. Considering the problem is not well defined, the Preliminary Study Area should include more rather than less of the major Provincial routes.	
A.	One of the purposes of the study is to address linkages to the <i>Urban Growth Centres</i> in the Corridor (e.g. Vaughan, Brampton, Milton and Guelph, as well as numerous rural residential clusters and settlements in Caledon, Halton and Wellington). Since all of these Centres are south of Highway 9 and the Oak Ridges Moraine, alternatives further north (i.e. within the Moraine or to Highway 9) would unlikely address this purpose of the study. It was noted that the transportation modelling work would be carried out in a broader context extending further north.	
Q.	Will the Preliminary Study Area limit the transportation solutions examined through the EA?	
A.	The Preliminary Study Area reflects the initial identification of an area expected to experience transportation challenges associated with urban growth. This area will likely be refined as the study progresses. M. Bricks agreed to examine the wording in the draft ToR to ensure there is flexibility in the identification of transportation solutions, i.e. as transportation demand is better understood in the area, the Preliminary Study Area will be adjusted to allow for the appropriate transportation solutions.	PT
Q.	Will there be reporting at key stages?	
A.	Yes. During the EA milestone reports will be prepared to document project milestones. For example a report documenting the generation and evaluation of alternatives will be prepared during EA Stage 1. In addition, the Transportation Needs Assessment will be documented in a Milestone Report.	

ITEM PROCEEDINGS:**ACTION
BY:****4.0 General Discussion**

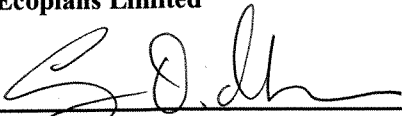
Following the question and answer session J. Wang commented that many of the agencies present are also on the Niagara to GTA Corridor EA study. He enquired whether there was an interest in holding joint meetings, or whether there is a more efficient use of the RA's time. There was agreement that this should be considered as the study progresses.

The meeting adjourned at 12:00 a.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

Minutes Prepared by:

Ecoplans Limited



Amy Didrikson

cc: Attendees
Provincial Contact List
Federal Contact List