



GTA West Transportation Corridor Planning
and Environmental Assessment Study -
Stage 2

Public Information Centre #1
Summary Report

April 2015



Ontario



MMM GROUP

AECOM

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1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West transportation corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2006), and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and
- Greater economic vitality.

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Public Information Centres (PICs) are an important part of the study process, and are held at key project milestones to present important study information and obtain input from the public on the material presented. Leading up to PIC #1, the project team identified existing features and constraints, and developed and screened a long list of route alternatives and potential interchange locations. Throughout this work, the project team engaged stakeholders through Community Workshops, advisory group meetings (Municipal Executive Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Community Advisory Group, Greenbelt Transportation Advisory Group), the project website, toll-free telephone line, e-mail, Twitter, and written correspondence.

PIC #1 was held in November and December 2014 at the following three venues to present the work undertaken to date and to receive feedback:

Thursday November 27, 2014

4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall
Mold-Masters Sportsplex
221 Guelph Street (Hwy 7)
Georgetown, ON

Tuesday December 2, 2014

4:00 p.m. to 8:00 p.m.
Venetian Salon
Château Le Jardin Conference
Centre
8440 Highway 27
Woodbridge, ON

Thursday December 4, 2014

4:00 p.m. to 8:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, ON

PIC #1 was an informal drop-in centre. Display materials were grouped into stations based on theme, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested First Nation and Métis community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event.

Table 1 lists the project team members which staffed PIC #1.

Table 1. Project Team Representatives That Staffed PIC #1

Sign-In and Welcome	
Margie Akins (Aecom) – Consultation Team	Sarah Schmied (Aecom) – Consultation Team
Station 1 – Overview (if you only have 5 minutes)	
Britta Patkowski (Aecom) – Consultation Team	Benjamin Loucks (Aecom) – Consultation Team
Station 2 – Alternatives	
Brenda Jamieson (Aecom) – Highway Design Lead (Central Area)	Tim Sorochinsky (Aecom) – Highway Design Lead (West Area)
Jim Dowell (MMM) – Highway Design Lead (East Area)	Sandy Nairn (MMM) – Environmental Lead
John Newman (Aecom) – Highway Design Team	Jay Goldberg (MMM) – Highway Design Team
Station 3 – Background and Process	
Katherine Jim (MMM) – Deputy Consultant Project Manager	Sarah Hanson (URS) – Highway Design Team
Station 4 – Existing Conditions and Constraints	
Karin Wall (Aecom) – Environmental Team	Lisa Herrington (MHBC) – Land Use Team
Jim Dymont (MHBC) – Land Use Team	Carly Marshall (MHBC) – Land Use Team
Dave Hodgson (DBH) – Agricultural Land Use Team	
Station 5 – Consultation	
Patrick Puccini (URS) - Consultation Team Lead	Catherine Gentile (MMM) – Environmental Team
Station 6 – First Nation and Métis Communities	
Robert Pearce (MTO) – Regional Archaeological	
Other Project Team Representatives	
Natalie Rouskov (MTO) – Project Manager	Rina Kulathinal (MTO) – Area Manager (Acting)
Sarah Merriam (MTO) – Consultation Team Lead	Chris Barber (MTO) – Environmental Team Lead
Mark Patterson (MTO) – Real Estate Officer	Yvonne Grossi (MTO) – Real Estate Officer
Shelley Miller (MTO) – Real Estate Officer	Meghan Di Cosimo (MTO) – Real Estate Officer
Gabrielle Anifowose (MTO) – Real Estate Officer	Victor Caratun (MTO) – Real Estate Officer
Graziano Masiello (MTO) – Environmental Planner (Acoustics)	Neil Ahmed (MMM) – Consultant Project Manager
Independent Facilitator	
Glenn Pothier (GLPi)	

2. Purpose of Public Information Centre #1

The purpose of PIC #1 was to present an overview of the study background, process, existing conditions and current status of the project. PIC #1 materials focused on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. The content of each display station is summarized below:

Station 1: Overview (if you only have 5 minutes) – Station 1 provided a brief overview of the work undertaken to date. The following material was presented:

- Purpose of Public Information Centre #1;
- Roadmap for PIC #1;
- Overview of Stage 1 and Stage 2;
- Stage 2 Overall Process;
- Route Development and Screening Process;
- The New Corridor;
- Short List of Route Alternatives and Potential Interchange Locations; and
- Next Steps.

Station 2: Alternatives – Station 2 provided more detail on the general layout and design considerations of the transportation corridor, how the long list of route and interchange alternatives were developed and screened, the purpose and limits of the draft Focused Analysis Area, and the evaluation criteria proposed to evaluate the short list of alternatives. The following material was presented:

- Stage 2 Overall Process;
- The New Corridor;
- Goods Movement Priority Features;
- Design Consideration in the Greenbelt;
- Using the Guideline for Design in the Greenbelt;
- Interchanges and Crossing Road Treatments;
- Screening of Potential Interchange Locations;
- Route Development and Screening Process;
- Screening Sections – Long List of Route Alternatives;
- Screening Criteria – Long List of Route Alternatives;
- Long List of Route Alternatives;
- Short List of Route Alternatives and Potential Interchange Locations;
- Focused Analysis Area;
- What is the Focused Analysis Area and What Does the Shading Mean to You?;
- Screening of Long List of Route Alternatives – Sections 1 through 10; and
- Evaluation Criteria – Short List of Route Alternatives.

Station 3: Background and Process – Station 3 provided detail on the need for, and the process of, the GTA West Study from Stage 1 to present. The following material was presented:

- Overview of Stage 1 and Stage 2;
- Need for Transportation Improvements;
- Opportunities and Benefits;
- 2031 Auto Usage of the GTA West Transportation Corridor;
- 2031 Traffic Relief from the GTA West Transportation Corridor;

- Stage 2 Planning Process;
- Stage 2 Study Schedule;
- Coordination with Other Studies; and
- Next Steps.

Station 4: Existing Conditions and Constraints – Station 4 demonstrated the extensive data collection conducted to date that was used by technical specialists in route alternative generation and screening, and that will support the assessment and evaluation of the alternatives throughout 2015. The following material was presented:

- Current Land Use;
- General Future Land Use;
- Natural Environment Existing Conditions; and
- Agricultural Existing Conditions.

Station 5: Consultation – Station 5 provided an overview of the consultation program for the GTA West Study, and encouraged stakeholders to get involved through the multiple outreach tools and points of contact. The following material was presented:

- Consultation Program;
- Introductory Community Workshops Summary;
- Advisory Groups – Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG);
- Get Involved; and
- Freedom of Information and Protection of Privacy Act.

Station 6: First Nation and Métis Communities – Station 6 identified the First Nation and Métis Communities that the GTA West Project Team is engaging as part of this study.

Hard copies of the display materials were available upon request to attendees, and digital versions were made available on the project website for download. A copy of the display materials is provided in **Appendix A**.

Copies of documents were also available for attendees to peruse; both GTA West specific, as well as those from other relevant studies (e.g., Metrolinx, GO 2020) and legislation (e.g. Places to Grow, Greenbelt Plan).

3. Notification of Public Information Centre #1

Primary notification of the PIC was delivered by means of newspaper ads, mailing of notices (regular and electronic), brochure delivery, updates on the project website, and posts on the project Twitter site.

3.1 Newspaper Ads

An Ontario Government Notice (Notice of Public Information Centre #1) was placed in the following English and French newspapers:

• Toronto Star	November 8, 2014
• Caledon Enterprise (Bolton)	November 11, 2014
• Brampton Guardian	November 12, 2014
• Erin Advocate	November 12, 2014
• Two Row Times	November 12, 2014
• Turtle Island News	November 12, 2014
• Toronto Le Métropolitain (Brampton) (French)	November 12, 2014
• Vaughan Citizen	November 13, 2014
• Georgetown Acton Independent Free Press	November 13, 2014
• Guelph Mercury	November 13, 2014
• Mississauga News	November 13, 2014
• Caledon Citizen	November 13, 2014
• King Weekly Sentinel	November 13, 2014
• Milton Canadian Champion	November 13, 2014
• Guelph Tribune	November 13, 2014

3.2 Mailings

Over 2,800 stakeholders on the GTA West mailing list were contacted, including members of the public; staff from interest groups, municipalities, agencies, utility companies, and businesses; and members of the GTA West advisory groups (Community Advisory Group, Greenbelt Transportation Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Municipal Executive Advisory Group) were notified of the PIC via regular mail/email on November 10, 2014.

Members of Parliament and Members of Provincial Parliament were notified via regular mail/email on November 4, 2014. Notification to First Nation and Métis communities was provided on November 10, 2014. Packages containing an overview of the material presented at PIC #1 were mailed to First Nation and Métis communities on November 18, 2014. Copies of the notification material and packages sent to the First Nation and Métis communities are provided in **Appendix B**.

3.3 Brochure Delivery

Over 15,800 brochures containing English and French Notice of Public Information Centre #1, were delivered via Canada Post's unaddressed admail service to all postal walks within the GTA West study area during the weeks of November 17, 2014 and November 24, 2014. The postal walks included in the delivery are listed in **Table 2**.

Table 2. Brochure Delivery Postal Walks

Postal Codes and Letter Carrier Walks		
L7G <ul style="list-style-type: none"> • RR 0002 • RR 0003 	L7A <ul style="list-style-type: none"> • SS 0353 • SS 0373 	L6X <ul style="list-style-type: none"> • SS 0259 • SS 0261
L6Y <ul style="list-style-type: none"> • SS 0287 	L4L <ul style="list-style-type: none"> • SS 0100 	L6P <ul style="list-style-type: none"> • SS 0435
L7E <ul style="list-style-type: none"> • SS 0601 	L6A <ul style="list-style-type: none"> • RR 0001 	L4H <ul style="list-style-type: none"> • SS 0100
LOP <ul style="list-style-type: none"> • SS 0111 	LOP <ul style="list-style-type: none"> • RR 0001 • RR 0002 	L5N <ul style="list-style-type: none"> • SS 0472 • SS 0473 • SS 0480
LOJ <ul style="list-style-type: none"> • RR 0001 • RR 0002 • LB 0001 	L6Z <ul style="list-style-type: none"> • SS 0350 • SS 0353 • LC 03032 	L7C <ul style="list-style-type: none"> • SS 0501 • SS 0502 • SS 0504 • SS 0505 • SS 0507 • SS 0510 • SS 0512

3.4 Website

The time, location and purpose of each PIC event were posted on the “Public Information Centres and Community Workshops” page of the project website on November 10, 2014. Additionally, the PIC display materials were made available for download on the project website starting November 28, 2014.

3.5 Twitter

Notification of the PIC was tweeted on the GTA West Twitter page on November 12, 2014 and November 26, 2014. The tweets referred followers to the project website for details. The project team also tweeted from each PIC event to remind followers of the events and to update followers on the level of participation and feedback being received.

4. Pre-Public Information Centre #1 Meetings

A series of meetings were held with a range of stakeholders and advisory groups in advance of the PIC, including the Community Advisory Group, Greenbelt Transportation Advisory Group, Regulatory Agency Advisory Group, Municipal Advisory Group, Municipal Executive Advisory Group, the Canadian Environmental Assessment Agency, and the Ministry of the Environment and Climate Change. **Table 3** summarizes the meetings that took place prior to PIC #1.

Table 3. Pre-Public Information Centre #1 Meetings

Date	Event	Purpose of Meeting
September 24, 2014	Municipal Executive Advisory Group (MEAG)	The purpose of the meeting was to discuss the following: <ul style="list-style-type: none"> • Study background, scope, and schedule • Overview of existing environmental and transportation conditions • Process for generating route and interchange alternatives • Overview of the preliminary long list of route alternatives • Overview of the consultation program • Coordination with municipal and regional transit studies • Managing future development needs
October 24, 2014	Regulatory Agency Advisory Group (RAAG)	The purpose of the meeting was to review: <ul style="list-style-type: none"> • The long list and short list of route alternatives • Potential interchange locations and crossing road treatments • Goods movement priority features
October 28, 2014	Community Advisory Group (CAG)	The purpose of the meeting was to: <ul style="list-style-type: none"> • Review the overview of the study, its schedule and next steps in the study process • Reiterate the focus of the CAG • Review the route alternatives, potential interchange locations, crossing road treatments and goods movement priority features
October 29, 2014	Greenbelt Transportation Advisory Group	The purpose of the meeting was to: <ul style="list-style-type: none"> • Review the overview of the study, its schedule and next steps in the study process • Reiterate the focus of the GTAG • Review the route alternatives, potential interchange locations, crossing road treatments, and goods movement priority features
November 7, 2014	Municipal Advisory Group (MAG)	The purpose of the meeting was to review: <ul style="list-style-type: none"> • The long list and short list of route alternatives • Potential interchange locations and crossing road treatments • Goods movement priority features
November 14, 2014	Canadian Environmental Assessment Agency (CEAA) and the Ministry of the Environment and Climate Change (MOECC)	This was a milestone update meeting. Discussion topics included project status, the Focused Analysis Area, timing of the Federal Environmental Assessment, and the anticipated release of the Terms of Reference for a Hydro One Environmental Assessment.

The project team presented to the Councils/Committees of the following municipalities in 2015:

- Regional Municipality of Halton Planning and Public Works Committee: February 18, 2015;
- Town of Halton Hills Council: March 3, 2015;
- Regional Municipality of York Council: March 5, 2015;
- City of Vaughan Priorities and Key Initiatives Committee: March 10, 2015;
- Town of Caledon Council: March 10, 2015;
- Regional Municipality of Peel Council: March 26, 2015; and
- City of Brampton Planning and Infrastructure Committee: March 30, 2015.

Please refer to **Appendix C** for minutes of the stakeholder meetings.

5. Attendance and Input

A total of approximately 738 members of the public chose to sign the visitor's register for the three PIC events. Several additional members of the public attended, but declined to sign in.

The following elected officials attended PIC #1:

- Mayor Allan Thompson, Town of Caledon;
- Ward 2 Area Councillor Gord McClure, Town of Caledon;
- Ward 5 Area Councillor Rob Mezzapelli, Town of Caledon;
- Mayor Rick Burnette, Town of Halton Hills;
- Ward 1 Councillor Mike O'Leary, Town of Halton Hills;
- Ward 2 Councillor Bryan Lewis, Town of Halton Hills; and
- Councillor Debbie Schafer, King Township.

No First Nation or Métis community members attended PIC #1.

Representatives from the Caledon Citizen, Burlington Gazette, and Vaughan Citizen (York Region Media Group) attended the PIC.

In addition to verbal comments, the project team encouraged visitors to write suggestions, comments or concerns that they had regarding the information presented. A breakdown of attendance, comments received, and CAG and GTAG application forms received is provided in **Table 4**.

Table 4. Breakdown of Attendance, Comments Received, and Advisory Group Application Forms Received

DATE AND LOCATION	RECORDED ATTENDANCE	WRITTEN COMMENTS RECEIVED	APPLICATIONS	
			CAG	GTAG
November 27, 2014 (Georgetown)	209	14	5	0
December 2, 2014 (Woodbridge)	182	15	1	2
December 4, 2014 (Caledon)	347	36	3	2
Total at the PICs	738	65	9	4
Total Comments/Applications received after the PICs		132	5	4
Total		197	14	8

A full summary of the key verbal and written comments submitted to the project team regarding the material presented at PIC #1 is available in **Appendix D**. Comments generally included the following:

- Support and opposition for the need for the study;
- Suggestions to incorporate the recommendations of previously conducted studies (e.g. HPBATS) to avoid unnecessary work;
- Suggestions to bypass specific areas;
- Support and opposition for the transitway;
- Support for goods movement priority features;
- Support and opposition for specific interchange locations;
- Suggestions to minimize the number of interchanges to limit development and downloading of traffic on local roads;
- Support and opposition for various route alternatives;
- Pleased with the progress and the Focused Analysis Area;

- Concern that the project team is not releasing enough land with the Focused Analysis Area;
- Suggestions to protect agricultural lands and Greenbelt lands;
- Inquiries about the study schedule and process;
- Inquiries about the timing of construction;
- Requests for the project team to make a decision as soon as possible;
- Inquiries about the expropriation process;
- Inquiries about how routes were generated and how they will be evaluated; and
- General interest in the Community Advisory Group and Greenbelt Transportation Advisory Group.

6. How Will the Information Collected at Public Information Centre #1 Be Used?

One of the primary objectives of this study is to promote, from the earliest planning stages, the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts. Meaningful consultation with stakeholders plays an important role in supporting this objective, in helping the project team identify potential opportunities and impacts and providing a medium to communicate the project team's findings to stakeholders.

Following PIC #1, the project team will review the CAG and GTAG application forms received and will notify applicants about their membership in the advisory groups.

Any key features identified by stakeholders at PIC #1 will be verified and incorporated into mapping that identifies existing conditions within the study area. The project team will assess the sensitivity of each identified feature, and then reference these maps when assessing and evaluating route and interchange alternatives.

Suggested new route alternatives or suggested route revisions received at PIC #1 will be reviewed by the project team with the intent that suggestions with merit will be incorporated into the list of alternatives being carried forward for further study. Some considerations in determining merit include:

- Were route generation principles generally adhered to by:
 - Allowing for feasible connections to other freeways and crossing roads;
 - Remaining within the study area;
 - Minimizing impacts to significant natural features and communities where possible;
 - Avoiding fragmentation of agricultural lands where possible;
 - Minimizing the length of crossings at rivers, streams, roads, and railroads; and
 - Consideration of topography (e.g. hills and valleys).
- Does the suggested route/revision enhance the short list of route alternatives? Does it address problems or opportunities better than the routes on the short list of route alternatives?

In general, while the short list of route alternatives represent routes that the GTA West Project Team believe have the most merit to be carried forward for further study, the project team will be reviewing all of the comments received regarding the information presented at PIC #1 and will be conducting field investigations in the areas covered by the short list of route alternatives to support a detailed analysis in those areas. On the basis of this work, the project team will consider revisiting route alternatives that were screened out, revising route alternatives, or developing new route alternatives if new information comes to light that would warrant such a change. It is anticipated that the project team's preferred route will be presented at PIC #2 in Fall/Winter 2015.

The project team will make every effort to respond to written comments and inquiries. All information that is collected will be incorporated into the project as appropriate.

Appendix A

Displays / Information Package

Displays / Information Package available under separate cover or for download on the GTA West Study website at <http://www.gta-west.com/consultation-pic.html>

Appendix B

Notification of Public Information Centre #1

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 - GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

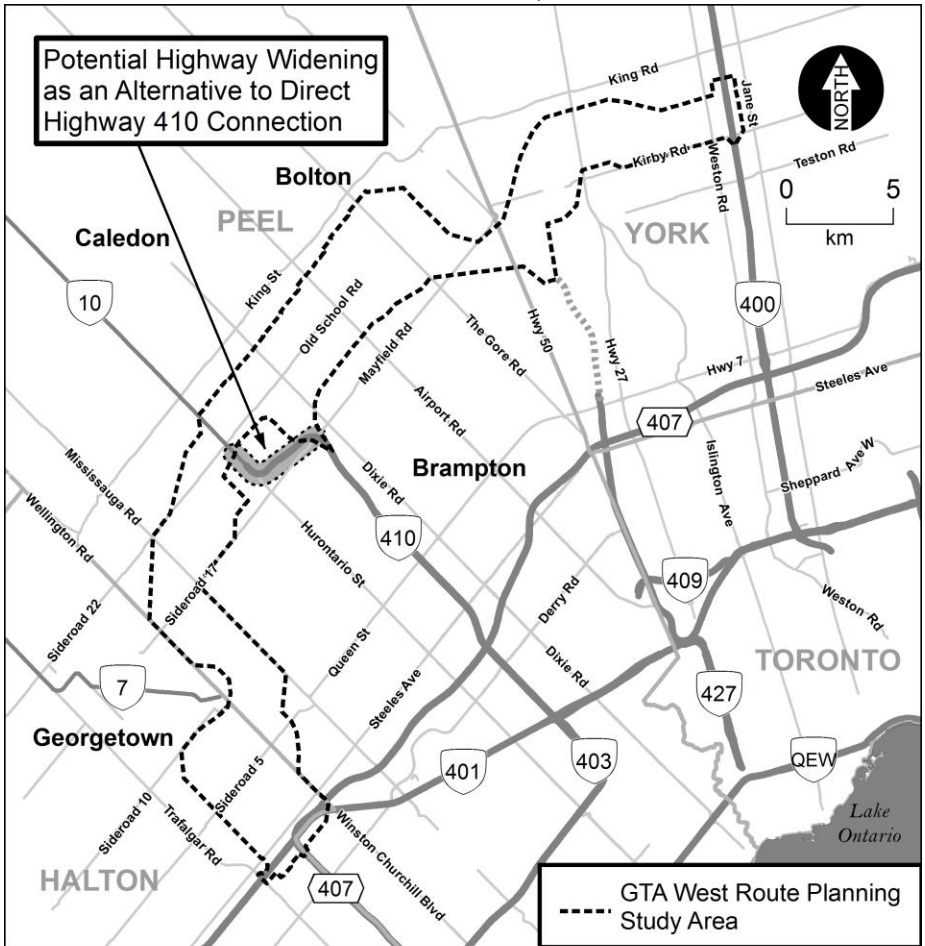
THE STUDY

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)*, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and,
- Greater economic vitality.

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act (EA Act)* and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.



G:\GIS\Projects\1-33017543_GTA_West_Stage_2\GIS\MXD\IOGN_Map_En.mxd

PUBLIC INFORMATION CENTRE #1 (PIC #1)

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014

4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall
Mold-Masters Sportsplex
221 Guelph Street (Hwy 7)
Georgetown, ON

Tuesday December 2, 2014

4:00 p.m. to 8:00 p.m.
Venetian Salon
Chateau Le Jardin Conference Centre
8440 Highway 27
Woodbridge, ON

Thursday December 4, 2014

4:00 p.m. to 8:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, ON

If you would like to be added to the mailing list, please contact the GTA West Project Team. Study information is available on the project website: www.gta-west.com.

COMMENTS

Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. 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. To contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to project_team@gta-west.com.



Mr. Neil Ahmed, P. Eng., Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 1 – ÉTUDE DE PLANIFICATION ET D'ÉVALUATION ENVIRONNEMENTALE VISANT LE COULOIR OUEST DE LA RGT, PHASE 2

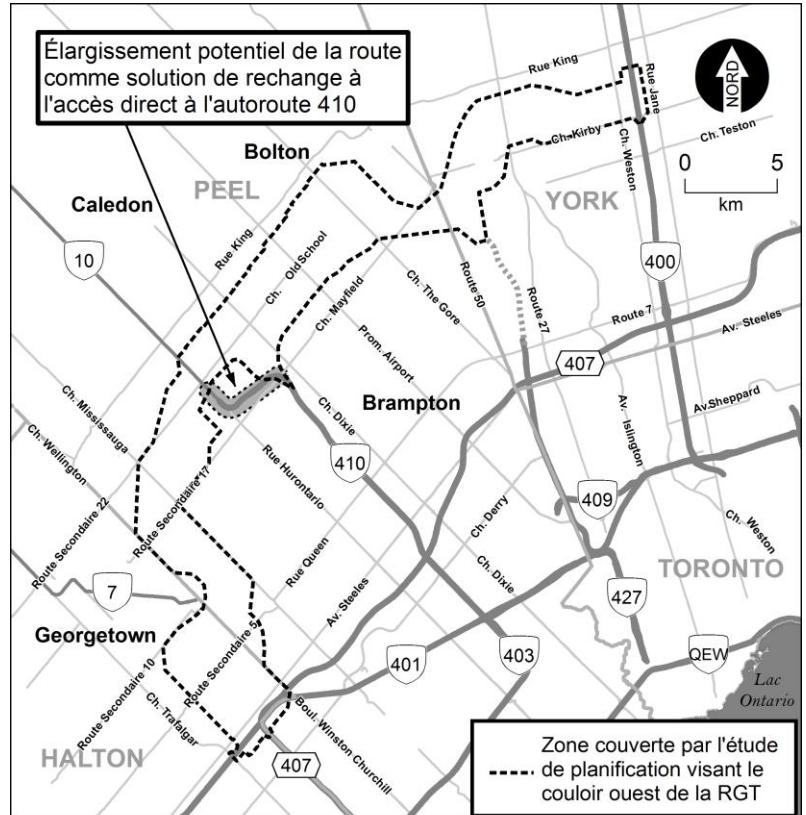
L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) entreprend la phase 2 de l'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT. Orientée par les recommandations découlant de la phase 1, l'étude d'évaluation environnementale déterminera l'itinéraire et l'emplacement des échangeurs, et parachèvera la conception préliminaire d'un nouveau couloir de transport au sein de la zone visée par l'étude de planification. Le nouveau couloir de transport comprendra une autoroute de la série 400, une voie réservée aux transports en commun et des caractéristiques visant à accorder la priorité au mouvement de transport des marchandises.

Le couloir ouest de la RGT est une infrastructure de transport vitale qui aidera à atteindre l'objectif de croissance projetée de la population et des emplois du *Plan de croissance de la région élargie du Golden Horseshoe, 2006*, et se traduira par de multiples avantages :

- connectivité accrue entre les centres de croissance urbaine;
- amélioration du mouvement des personnes et des marchandises;
- amélioration des déplacements quotidiens;
- augmentation de la vitalité économique.

L'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT est menée à titre d'évaluation environnementale distincte conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au *cadre de référence de l'évaluation environnementale visant le couloir ouest de la RGT*, qui a été approuvé par le ministère de l'Environnement de l'Ontario le 4 mars 2008.



SÉANCE D'INFORMATION PUBLIQUE N° 1

La séance d'information publique n° 1 présente un aperçu de l'historique, du processus, des conditions existantes et de l'état actuel de l'étude. Les documents qui y sont présentés se concentreront sur la liste restreinte et la liste complète des itinéraires de rechange, les emplacements potentiels des échangeurs, l'aménagement des traversées routières et les caractéristiques visant à accorder la priorité au transport des marchandises. La séance d'information publique n° 1 sera un centre de rencontre informel où des représentants du MTO et de l'équipe d'experts-conseils seront présents pour répondre à des questions.

Lieux et dates

Judi 27 novembre 2014

16 h à 20 h

Gordon Alcott Heritage Hall

Mold-Masters Sportsplex

221, rue Guelph (Route 7)

Georgetown (Ontario)

Mardi 2 décembre 2014

16 h à 20 h

Venetian Salon

Chateau Le Jardin Conference Centre

8440, route 27

Woodbridge (Ontario)

Judi 4 décembre 2014

16 h à 20 h

Peel Junior Farmers Hall

Brampton Fairgrounds

12942 Heart Lake Road

Caledon (Ontario)

Si vous souhaitez ajouter votre nom à la liste de diffusion, veuillez communiquer avec l'équipe du projet du couloir ouest de la RGT. Des renseignements sur l'étude sont accessibles sur le site Web du projet à l'adresse www.gta-west.com.

COMMENTAIRES

Les commentaires et la rétroaction sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe du projet du couloir ouest de la RGT. Ils seront conservés en dossier pour référence pendant le projet et pourront être inclus dans la documentation relative au projet afin de respecter les exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et à la *Loi sur l'accès à l'information*. À l'exception des renseignements personnels, tous les commentaires reçus seront versés au dossier public. Pour communiquer directement avec l'équipe du projet, veuillez appeler au numéro sans frais 1 877 522-6916, ou envoyer un courriel à l'adresse project_team@gta-west.com.



M. Neil Ahmed, ingénieur, expert-conseil en gestion de projet

MMM Group Limited

2655 North Sheridan Way, Suite 300

Mississauga (Ontario) L5K 2P8

Télécopieur : 905 823-8503

M^{me} Natalie Rouskov, ingénieure, experte-conseil en gestion de projet

Ministère des Transports de l'Ontario, région du Centre

1201, avenue Wilson, édifice D, 4^e étage

Toronto (Ontario) M3M 1J8

Télécopieur : 416 235-3576

Pour obtenir des renseignements en français, veuillez communiquer avec Yannick Garnier par téléphone au 905 823-8500, poste 1471.

MP and MPP Letter

November 4, 2014

«Contact Information»

Dear «Greeting»:

**RE: Notice of Public Information Centre #1
 GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2**

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The purpose of this letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014
 4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall
Mold-Masters Sportsplex
 221 Guelph Street
 Georgetown, ON

Tuesday December 2, 2014
 4:00 p.m. to 8:00 p.m.
Venetian Salon
Chateau Le Jardin Conference Centre
 8440 Highway 27
 Woodbridge, ON

Thursday December 4, 2014
 4:00 p.m. to 8:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
 12942 Heart Lake Road
 Caledon, ON

The enclosed "Notice of Public Information Centre #1" will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Toronto Star	Saturday November 8, 2014
Mississauga News	Thursday November 13, 2014
Brampton Guardian	Wednesday November 12, 2014
Le Metropolitain**	Wednesday November 12, 2014
(Bolton) Caledon Enterprise	Tuesday November 11, 2014
Caledon Citizen	Thursday November 13, 2014
Vaughan Citizen	Thursday November 13, 2014
King Township Sentinel	Thursday November 13, 2014
Georgetown Acton Independent Free Press	Thursday November 13, 2014
Milton Canadian Champion	Thursday November 13, 2014
Erin Advocate	Wednesday November 12, 2014
Guelph Tribune	Thursday November 13, 2014
The Guelph Mercury	Thursday November 13, 2014
Turtle Island News	Wednesday November 12, 2014

Newsletters	Publication Date
Two Row Times	Wednesday November 12, 2014

**** Published in French**

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)*, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and,
- Greater economic vitality.

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act (EA Act)* and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Should you require further information on the study, please feel free to contact me at 416-235-4977, or the consultant Project Manager, Mr. Neil Ahmed, at 905-823-8500. You may also contact the project team at project_team@gta-west.com. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,



Natalie Rouskov, P. Eng.
MTO Project Manager

cc: Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

Public Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

**RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2**

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

We encourage you to get involved in this important study. Come out to the first round of Public Information Centres (PIC #1), view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday November 27, 2014

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

*Gordon Alcott Heritage Hall***Mold-Masters Sportsplex**221 Guelph Street
Georgetown, ON**Tuesday December 2, 2014**

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

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Caledon, ON

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Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. 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.

Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to project_team@gta-west.com.



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager
Ontario Ministry of Transportation, Central
Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,



Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

First Nation and Métis Community Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

**RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2**

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

Your council and community members are invited to attend **one** of the PIC #1 preview sessions being held for members of interested First Nation and Métis Communities, as follows:

Thursday November 27, 2014

2:00 p.m. to 3:00 p.m.
Gordon Alcott Heritage Hall
Mold-Masters Sportsplex
221 Guelph Street (Hwy 7)
Georgetown, ON

Tuesday December 2, 2014

2:00 p.m. to 3:00 p.m.
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Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, ON

PIC #1 preview sessions for First Nations and Métis Communities will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also like to meet with your council in advance of PIC #1 to provide an overview of the study, respond to questions, and discuss strategies to address concerns. If you are interested in a meeting to discuss the GTA West Study, please feel free to contact me at 416-235-4977 or at project_team@gta-west.com.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)*, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
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If you have specific questions or concerns, or wish to obtain additional information about this project, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,



Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

External Agency Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

**RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2**

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Your organization is invited to attend **one** of the PIC #1 preview sessions:

Thursday November 27, 2014

3:00 p.m. to 4:00 p.m.

Gordon Alcott Heritage Hall

Mold-Masters Sportsplex

221 Guelph Street
Georgetown, ON

Tuesday December 2, 2014

3:00 p.m. to 4:00 p.m.

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PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m.

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Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to project_team@gta-west.com.



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
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MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,



Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

First Nation and Métis Community Follow-Up Letter

November 18, 2014

«Contact Information»

Dear «Greeting»:

**RE: Notice of Public Information Centre #1
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As a follow-up to our November 10, 2014 letter informing your council and community members about Public Information Centre #1 (PIC #1), **the purpose of this letter is to provide you with an overview of the material being presented at PIC #1.**

PIC #1 will present an overview of the study background, process, existing conditions and current status. The material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. Please refer to the enclosed package for additional information.

As a reminder, the PIC #1 preview sessions being held for First Nation and Métis Communities, are as follows:

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These PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also note that the Stage 1 Archaeological Assessment Report for Stage 2 of the GTA West Study is now complete. If you are interested in reviewing the report, please contact me at 416-235-4977 or at project_team@gta-west.com, and we will send you a copy of the report for your information.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. 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.

If you have specific questions or concerns, or wish to meet to discuss the GTA West Study, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,



Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1
Public Information Centre #1 Overview Material

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 - GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

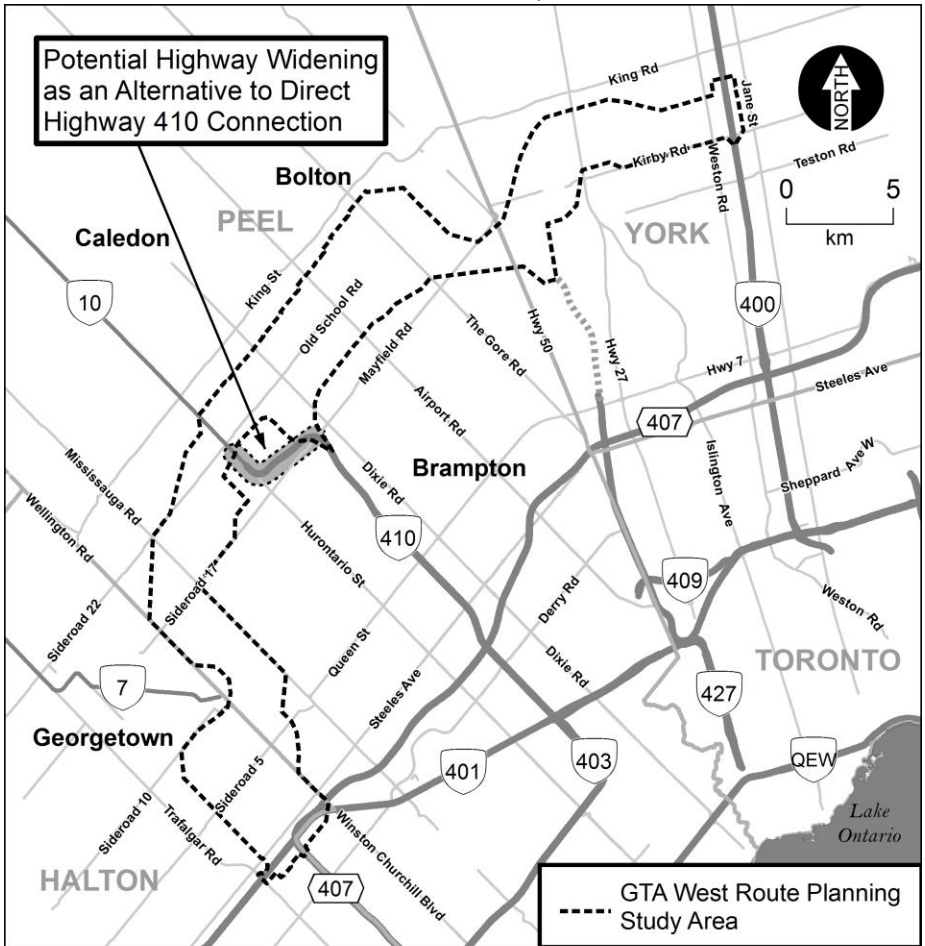
THE STUDY

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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G:\GIS\Projects\1-33017543_GTA_West_Stage_2\GIS\MXD\IOGN_Map_En.mxd

PUBLIC INFORMATION CENTRE #1 (PIC #1)

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

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COMMENTS

Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. 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. To contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to project_team@gta-west.com.



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Roadmap for PIC #1

This PIC is organized with colour-coded sections relating to the following information:

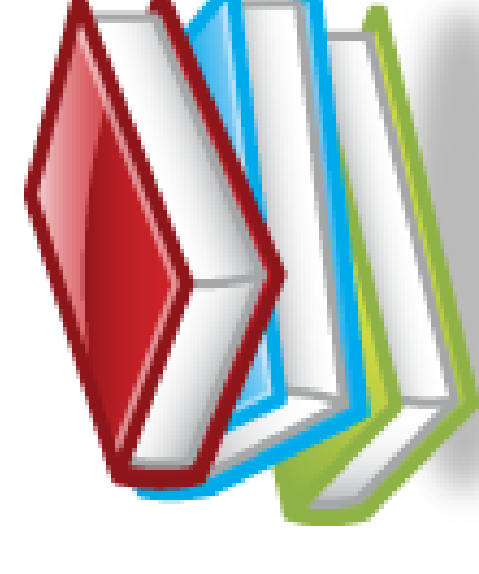
1 – Overview (if you only have 5 minutes)

2 – Alternatives

3 – Background and Process

4 – Existing Conditions and Constraints

5 – Consultation



When you see this symbol,
more information is
available at the
Reference Table

Overview of Stage 1 and Stage 2

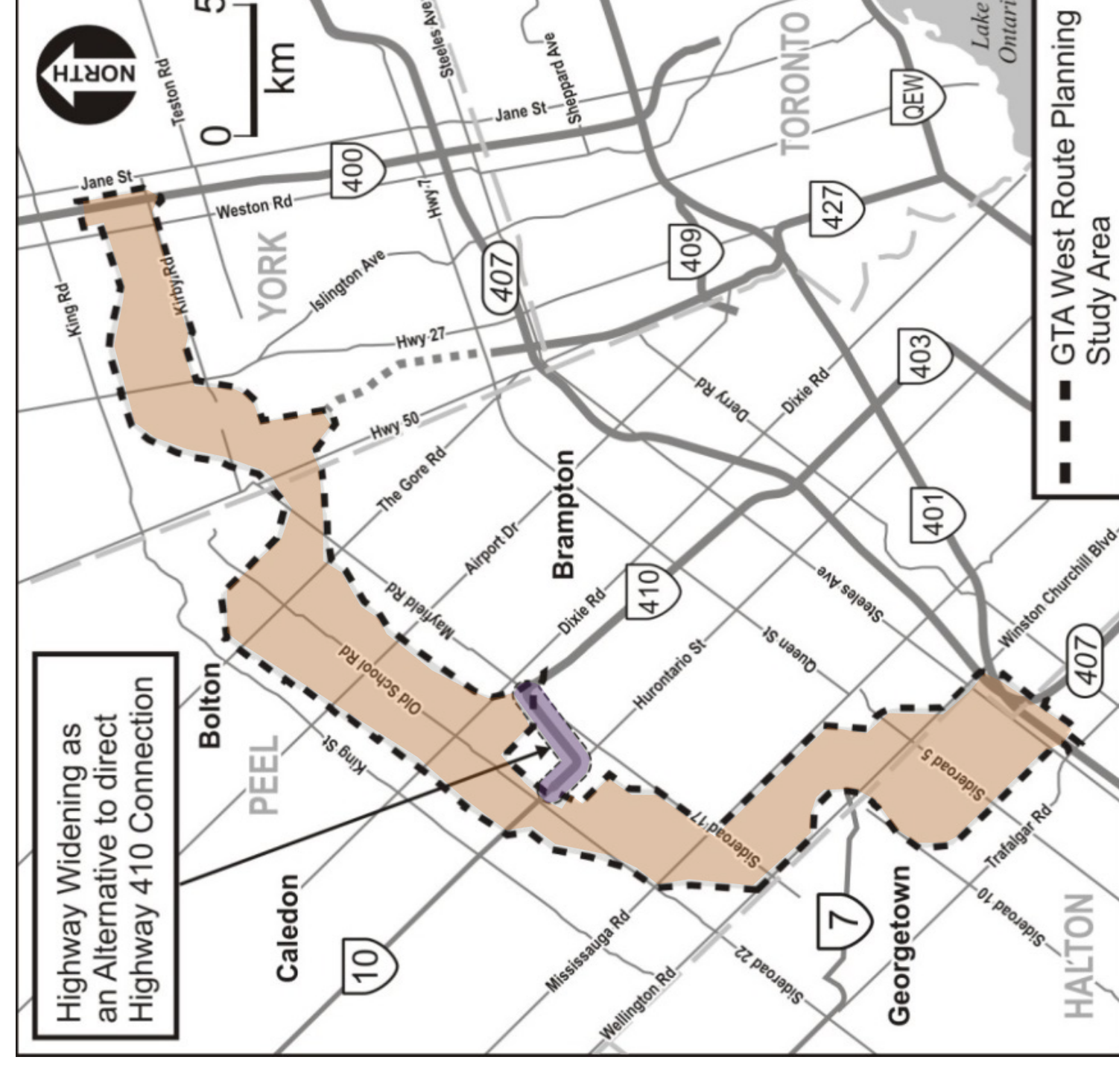
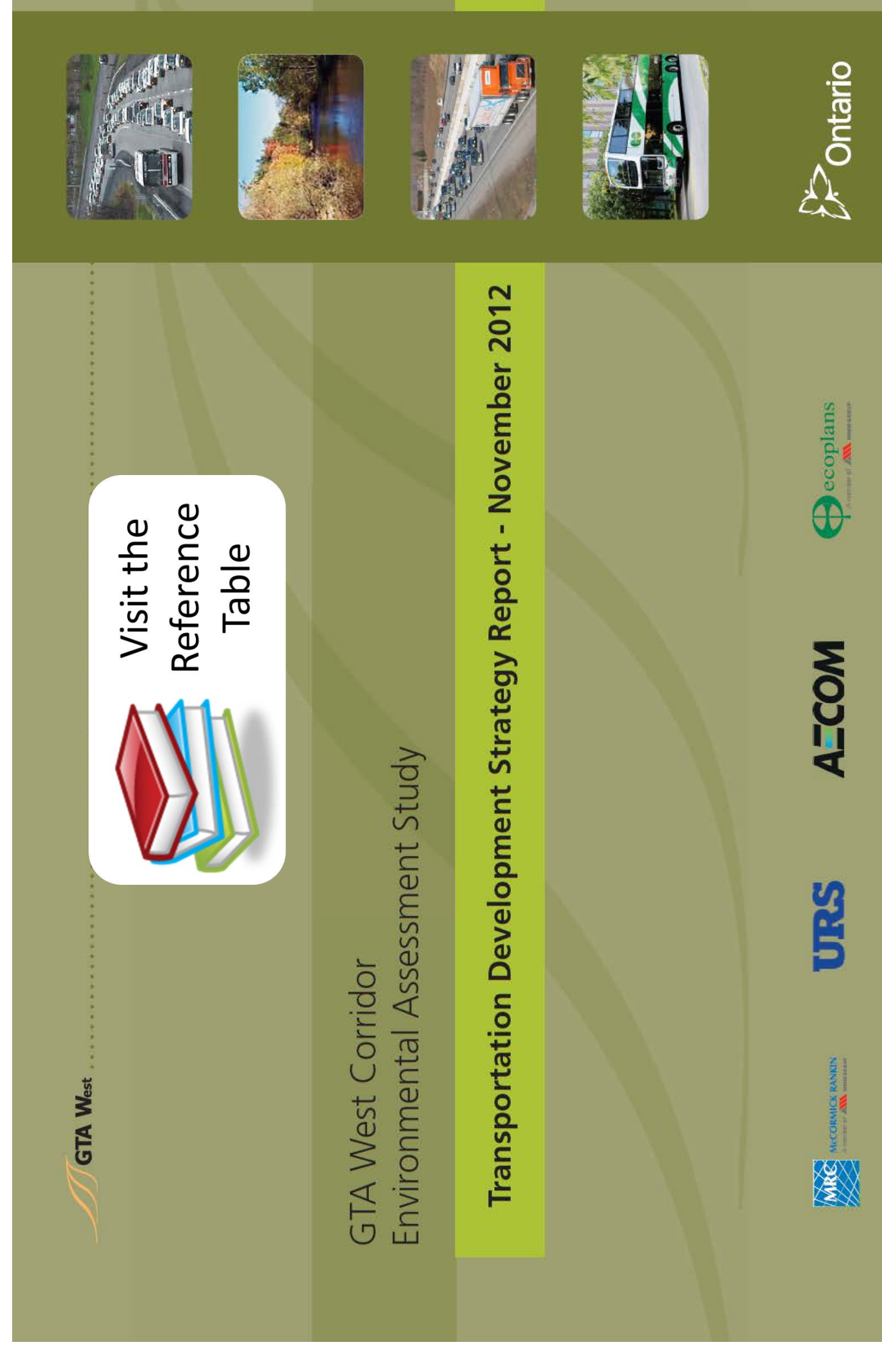
Stage 1

- Stage 1 was completed in November 2012. It recommended a multimodal strategy including:
 - **Optimizing the existing transportation network**
 - **Improving non-roadway transportation modes such as transit and rail**
 - **Widening of existing highways**
 - **A new transportation corridor**

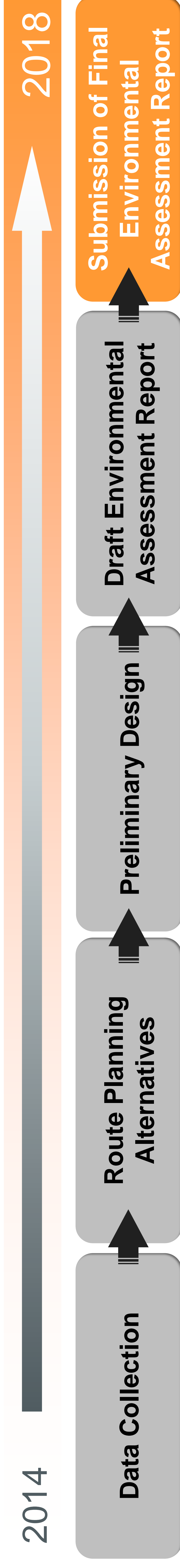
The Ministry of Transportation is in the process of prioritizing the recommendations from Stage 1. Even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity is needed.

Stage 2

- This study focuses on the recommendation for a new transportation corridor:
 - **Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west**
 - **Includes a 400-series highway, transitway, and potential goods movement priority features**



Stage 2 Overall Process



2014

2018

Data Collection

Route Planning Alternatives

Preliminary Design

Draft Environmental Assessment Report

Submission of Final Environmental Assessment Report

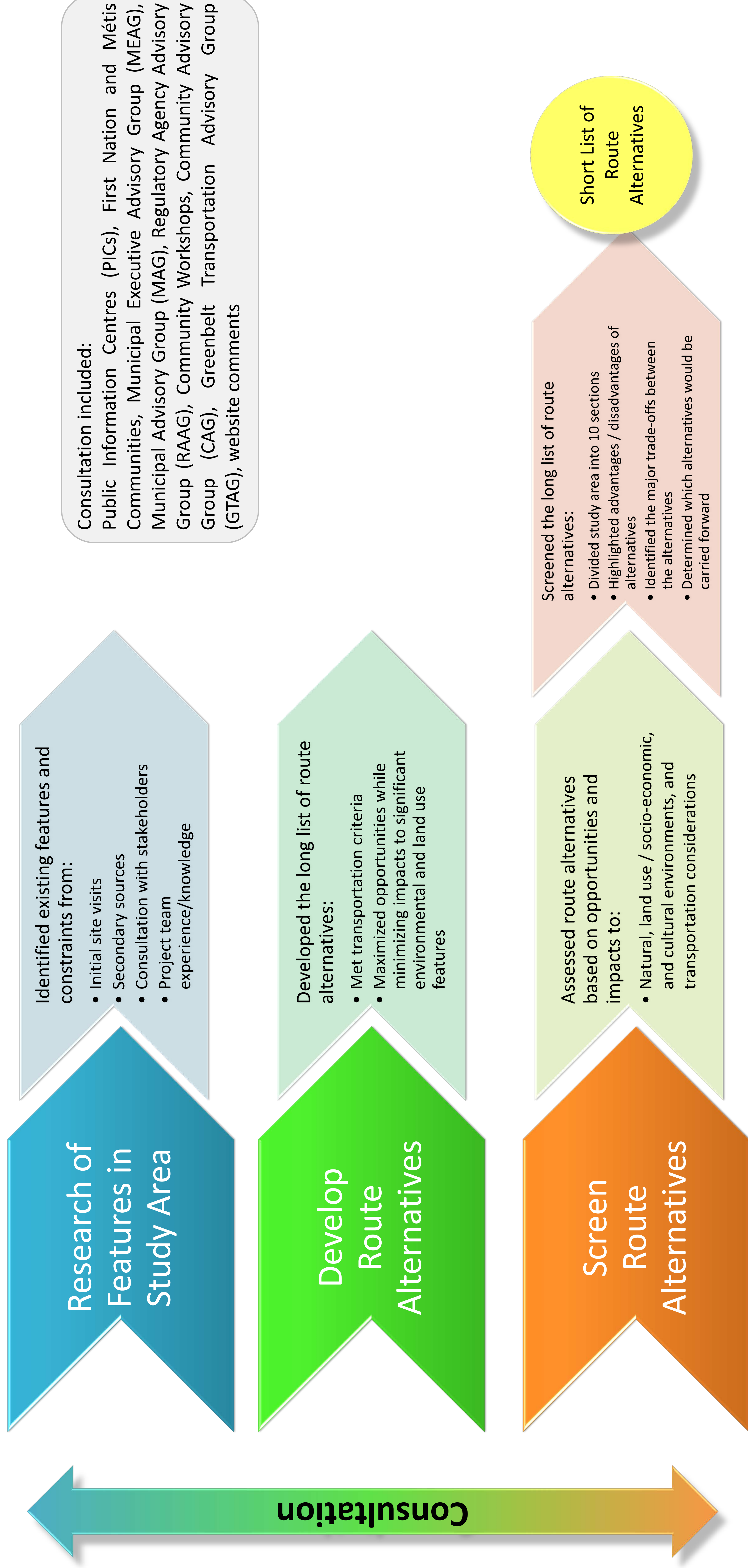
- Identify existing features and constraints

- Develop and screen a long list of route alternatives to arrive at a short list of route alternatives
- Develop and screen a long list of interchange locations to arrive at a short list of interchange locations
- Evaluate the short list of route alternatives and interchange locations to arrive at a preferred plan
- For crossing roads not identified as an interchange location, develop treatment at the corridor (i.e. overpass, underpass, or truncation)

- Develop the preferred plan to a preliminary design level of detail

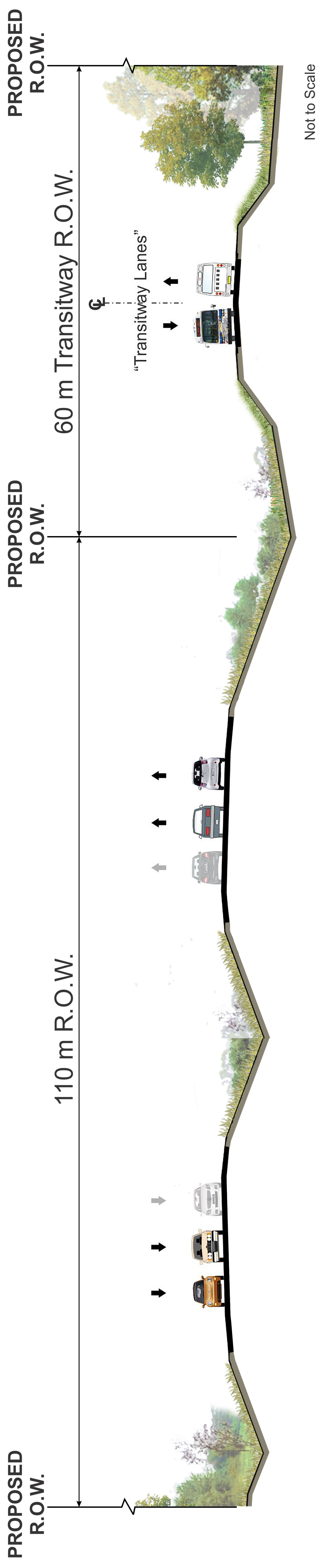


Route Development and Screening Process

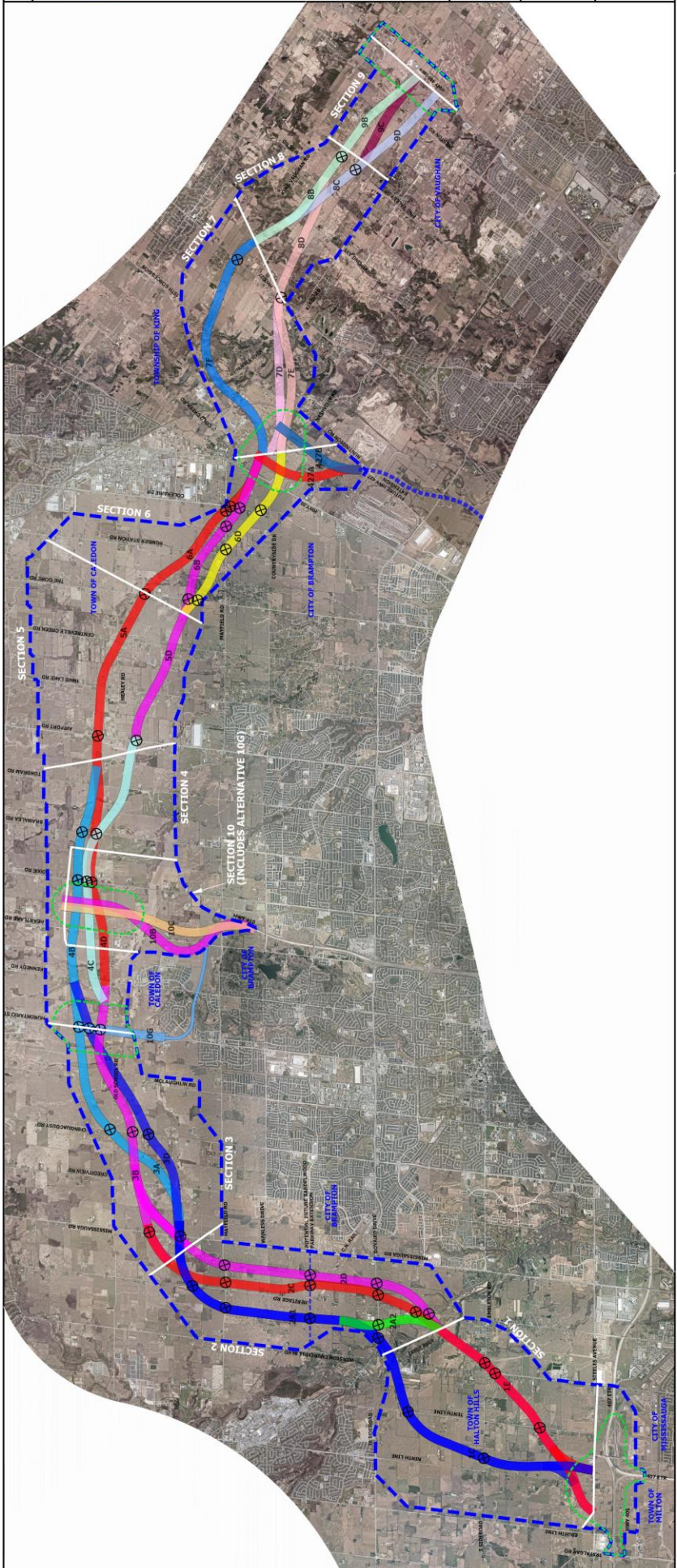


The New Corridor

- The new corridor is anticipated to be a 4- to 6-lane highway with a separate adjacent transitway
- **Transitway stations will be located at interchanges and connection points**



Note: the project team is currently updating the transportation systems forecasting to confirm the number of lanes required



Next Steps

- Review and respond to comments received at PIC #1
 - Please submit your comments by January 12, 2015
- Evaluate the short list of route alternatives with your input
 - Community Workshop #2 (Spring 2015)
 - Meetings with Advisory Groups (Fall/Winter 2015)
- Present the preferred route at PIC #2 (Fall/Winter 2015)
- Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)

We invite you to visit each section for more information!



First Nation and Métis Communities

The GTA West Project Team is engaging and considering the interests and values of the following First Nation and Métis Communities and Councils:

- **Mississaugas of the New Credit First Nation**
- **Alderville First Nation**
- **Curve Lake First Nation**
- **Hiawatha First Nation**
- **Mississaugas of Scugog Island First Nation**
- **Chippewas of Georgina Island First Nation**
- **Chippewas of Rama First Nation**
- **Beausoleil First Nation**
- **Six Nations of the Grand River Territory First Nation**
- **Haudenosaunee Confederacy Chiefs Council**
- **Huron Wendat Nation**
- **Kawartha Nishnawbe First Nation**
- **Credit River Métis Council**
- **Oshawa and Durham Region Métis Council**
- **Métis Nation of Ontario**

Appendix C

Minutes of Stakeholder Meetings

Meeting Minutes

Project Name: GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2 Meeting: CAG Meeting #1

Assignment No. 2013-E-008 Date: October 28, 2014

Time: 6:30 pm – 9:00 pm

Location: Courtyard Marriott, 90 Biscayne Crescent, Brampton, ON L6W 4S1

Independent Facilitator: Glenn Pothier GLPi

Project Team Attendees:

Natalie Rouskov	MTO
Chris Barber	MTO
Neil Ahmed	MMM
Sandy Nairn	MMM
Patrick Puccini	URS
Benjamin Loucks	URS
Britta Patkowski	URS

CAG Members: Removed in accordance with the *Freedom of Information and Protection of Privacy Act*

Legend: Q: Question
R: Response
C: Comment

1. Opening Remarks and Introductions

G. Pothier welcomed the meeting attendees, reviewed the meeting agenda, and facilitated introductions of attendees around the room. G. Pothier highlighted three objectives of the meeting:

- Affirm the role of the CAG and its relationship to the project
- Provide an overview of the study and work completed to date
- Seek feedback on potential route alternatives and potential interchange locations

G. Pothier noted that, in the interest of transparency and openness, general members of the public are permitted to attend CAG meetings as observers.

N. Rouskov thanked members for attending. She emphasized the role of the CAG as a sounding board for the project team to get early preview input of interim outcomes prior to the more formal consultation as scheduled.

2. About the Community Advisory Group (CAG)

G. Pothier highlighted key features about the CAG:

- The CAG is not a decision making body, but will provide advice to the project team.

- Membership in the CAG is fluid. Some people may leave as their interest in the project is diminished, and new people may join. However, members are encouraged to stay involved for the duration of the study.
- The project team attends meetings to listen, consider member ideas, observe and inform members, and clarify issues.
- The CAG has been formed to help the project team address challenges and realize opportunities; act as a conduit between constituents with whom members may have relationships and the project team; and facilitate a high quality outcome.

The CAG agreed that meetings should be held at the same location over the course of the project, although the location will not be the same as the one for this meeting since it will no longer be available.

G. Pothier presented the expectations for CAG members and guidelines for the meeting. Highlights included:

- Respect the confidentiality of material that is presented, since it is in progress and subject to change prior to public release.
- Sending substitutes is acceptable, although the substitute is expected to be familiar with the project and issues.
- There is no designated spokesperson for the CAG.
- Come to meetings prepared to discuss the issues constructively.
- Declare any conflicts of interest for the subject being discussed.
- Names of attendees will be made public to facilitate openness and transparency.

All CAG members present agreed to abide by the guidelines highlighted by G. Pothier.

Questions regarding the structure of the CAG and meeting procedures:

Q: How does confidentiality work?

R: CAG members will not be inhibited and are encouraged to speak freely regarding the project outside of the meeting. However, members are asked to not share identified confidential information until it is publicly available.

Q: How can we contact the project team?

R: Contact information will be provided

Stakeholders can contact the project team via the project website (www.gta-west.com), the project Twitter site (@GTAWestStudy), and the project toll-free telephone line (1-877-522-6916).

3. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, the project schedule, the Stage 2 planning process, what the new corridor will look like, how potential interchange locations were developed and screened, and what goods movement priority features are being considered.

4. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were

screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Can the route transition from one colour depicting a potential route to another?

R: Yes. The corridor was divided into 10 sections to assess and evaluate each alternative in greater detail, and colours were randomly assigned to route alternatives in each section. The project team does not have to follow a single colour throughout the study area, and can link one coloured route alternative to a different coloured route alternative in an adjacent section.

Q: Will the new corridor be a toll road?

R: No decision has been made at this time. Tolling is an implementation issue that will likely be determined at a late stage of this study or subsequent studies. The traffic forecasting being done as part of Stage 2 of this study reflects a non-tolled roadway.

Q: Different posted speed limits are used in other jurisdictions, such as 110 km/h in Nova Scotia. Does that affect the design of the corridor?

R: We typically use a design speed of 120 km/hr. for new freeways, assuming a posted speed limit of 100 km/h. Design speeds vary from province to province, and it does influence the design of the freeway. Starting with a design speed greater than the posted speed provides an improved level of comfort/speed and the opportunity to tighten curves if needed.

Q: What is happening with Highway 427?

R: Highway 427 will be extended to Major Mackenzie Drive as part of a separate project. This study includes extending it further to terminate at the GTA West transportation corridor.

Q: Can the short list be changed?

R: Yes, the short list is preliminary and may be subject to change, even after the PIC. The lines shown here are based on what we know today, and may need to be changed if new information arises based on input received.

Q: Why are two crossings of the Credit River being carried forward?

R: More than one alternative is needed throughout the length of the study in case new information revealed through consultation, fieldwork, or design result in one of the alternatives becoming infeasible.

Q: What is the property acquisition process?

R: MTO has a property acquisition process in place that will be initiated at study approval and continue until construction. Staff from MTO's Property Section will be present at the PIC.

Q: Why did the impacted features (such as a gold course) shown in the presentation result in screening out alternatives?

R: The features identified in the presentation were samples of some of the features that were impacted. The decision to screen out alternatives resulted from an assessment of all the trade-offs for each alternative. The complete assessment table will be available at the PIC.

- Q: Do route alternatives have to stay within blue study area line? Why not consider moving it further north?
- R: Yes, route alternatives must stay within the Route Planning Study Area. The Route Planning Study Area was established during Stage 1 based on opportunities, known constraints and sensitive areas.
- Q: What is meant by the transitway?
- R: The transitway will be a separate roadway exclusively used by buses. It will be grade separated so buses won't stop at crossing roads. There will likely be stations at interchanges with parking lots and kiss and rides.
- Q: Is the Halton Peel Boundary Area Transportation Study (HPBATS) reflected in the land use map?
- R: The HPBATS recommended road network included a Halton-Peel Freeway from the Highway 401/407 ETR interchange west of Ninth Line to Mayfield Road. The ministry has taken over the responsibility of this study, and some of the potential GTA West route alternatives reflect the essence of the HPBATS recommended road network.
- Q: Do the different colours used to identify the route alternatives have any meaning?
- R: No, the colours are arbitrary and were used to easily identify different routes visually.
- Q: Have municipalities provided feedback on the short list route alternatives?
- R: No, municipalities have not yet seen the short list of route alternatives. They will see the preliminary route alternatives at the Municipal Advisory Group meeting, being held the week of November 3.
- Q: Will the transitway be similar to the BRT on Highway 7 or bus bypass lanes on Highway 403?
- R: Similar, but it will be fully grade separated (unlike Highway 7), meaning no stopping at intersections, and on its own right-of-way (unlike the lanes on Highway 403).
- Q: Which route has the fewest interchanges?
- R: All the interchanges shown are potential interchange locations so the number of interchange that will be implemented is not yet known, regardless of route alternative. Some interchange alternatives preclude adjacent interchanges.
- Q: What are the gray lines shown on the short list of route alternatives map?
- R: The gray lines represent long list alternatives that have been screened out.
- Q: Is it possible that the project team would go back to a long list alternative that had been screened out?
- R: Yes, if the project team is made aware of new information that affects the screening process.
- Q: Bovaird Drive near the Credit River is a very deep valley. Would you just build a bridge? Do you understand the depth of the valley?
- R: We have done some investigations but still need to do more fieldwork. We have a general understanding of topography within the Route Planning Study Area based on initial site visits, secondary source reviews, and information provided by the conservation authorities and the Ministry of Natural Resources and Forestry. Local stakeholders such as CAG members often know more about local issues, so as potential issues or challenging areas arise such as this one, we will seek your feedback and input to identify solutions.

Q: Is there a need to have three different options crossing the Credit Valley for the purpose of the study, even if the alternative closest to Norval is not desirable from an environmental stand point?

R: We need to have a multiple options, especially at critical sections like the Credit River. If we find something that would eliminate one of the alternatives (such as a First Nations burial ground) we need to have alternatives.

Q: Have the conservation authorities provided input on the short list of route alternatives?

R: We have met with the conservation authorities and have received secondary source information from them. They have provided input into the route generation process but have not identified a preferred crossing alternative.

5. Feedback on the Preliminary Short List of Route Alternatives

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

WEST SECTION (*Highway 401/407 ETR Interchange to Mississauga Road*)

- Minimal intrusion on Halton Hills employment lands.
- Two of the alternatives cross the Credit River adjacent to the pipeline.
- The red alternative provides greater opportunities and keeps future development lands in Halton Hills intact.
- There is potential to alleviate congestion at the Highway 401/407 ETR interchange, especially for trucks.
- Alternative 1C has fewer interchanges which would save the Province of Ontario money. It also has the smallest impact on woodlots.
- *General Comment:* Highway 401 through Milton is also planned to be widened, which will further change traffic patterns.
- Employment lands often straddle 400-series highways. There are designated employment lands from 10th Line to Winston Churchill Boulevard. Moving Alternative 1E further south and aligning it with Winston Churchill Boulevard will promote better interaction between the transportation network and land use.
- There is still a bottleneck on Highway 401 west of the 407 ETR interchange towards Milton. The project team should move the whole corridor further west.
- The southernmost part of Alternative 1E connecting the Highway 401/407 ETR interchange may be problematic.
- Is the retail factory outlet mall at Highway 401 and Trafalgar Road impacted by one of the alternatives?
 - *The project team noted that it is west of the Route Planning Study Area.*
- Alternative 2A1 has extensive impacts at Bovaird Drive. In 2014 The Town of Halton Hills approved a hamlet area tourism initiative for the village of Norval. It took two years to complete the study to protect the village.
- Norval is an integral part of Halton Hills. Alternative 1C will prevent development south of Halton Hills and draw employment lands towards the GTA West corridor.
- There is no need for a GTA West connection to the Highway 401/407 ETR interchange further west. A freeway-to-freeway interchange can be constructed directly tying into the existing interchange.

- Alternative 1C/2A1 cuts Norval in half and impacts water reservoirs that are used for agriculture.
- The curve in Alternative 2A1 north of the Credit River looks sharp.
 - *The project team noted that all geometry conforms to a 120 km/h design speed.*
- Moving the GTA West/Highway 401 interchange further west will reduce the draw of traffic from 401/407 ETR east to GTA West and may encourage traffic to use local roads instead. Consider keeping the interchange further east.

CENTRAL SECTION (*Mississauga Road to Highway 50*)

- The potential interchange locations are reasonable.
- Alternative 10C is preferred as a more direct connection between Highway 410 and the GTA West transportation corridor.
- Alternative 10C provides development opportunities, such as flanking it with prestige industrial lands. It would also reduce noise and light impacts to existing residential communities, provide a more direct route, provide a better grid pattern, and provide opportunities to improve emergency services access to the Valleywood community.
- There are too many interchanges.
- Alternative 10B does not improve existing issues regarding access to the Valleywood community for emergency services in the event of an accident at the Valleywood Drive interchange.
- The northern most route alternative impacts more agricultural lands and divides farms. It does not follow lot lines.
- The option to use and upgrade the existing Highway 410/Hurontario Road option won't have enough room for the transitway.
 - *The project team noted that they may consider alternatives for that section such as using shoulder bus bypass lanes or an HOV lane.*
- Consider what will happen to the existing Highway 410/Hurontario Street around Valleywood if Alternative 10B is not carried forward.
- The project team should consider locating the corridor on abandoned (or planned-to-be-abandoned) quarries.
- Crossing roads will be needed for farm vehicles to cross the corridor.

EAST SECTION (*Highway 50 to Highway 400*)

- Alternative 7F is adjacent to the hydro corridor and the conservation authority has indicated that it would have the least impacts to their concerns. It also extends Highway 427 further north which would improve employment land opportunities.
- Alternative 427B provides better opportunities for future extension of Highway 427.
- Alternatives 7D and 7E impact future development areas. Consider revisiting alternative 7F.
- Consider moving the Pine Valley Drive interchange to Weston Road. Pine Valley Drive is in a sensitive area and does not extend very far north or south.
- It would be helpful to have cemeteries and other features on maps so we can comment on them specifically.
- There are existing traffic issues at the Highway 400/Highway 401 interchange. The GTA West/Highway 400 interchange will create similar issues, and exacerbate issues at the Highway 400/Highway 401 interchange.
 - *The project team noted that extensive traffic modeling is being completed as part of this study. This includes assessment of the entire transportation network in the Greater Golden Horseshoe. The findings of this analysis are expected to be presented in*

2015/2016. Furthermore, the GTA West transportation corridor may result in diversion of some traffic away from the Highway 400/Highway 401 interchange.

6. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. How will stakeholders react to the short list of route alternatives and interchange locations presented at Public Information Centre #1?
 2. Are there “hot spots” or “hot topics” you foresee?
 3. What strategies/responses can we provide to address the “hot spots” or “hot topics”?
- Provide more information on maps so the public can see what features are impacted by the different route alternatives.
 - Consider how the transitway will connect to other local and regional transit systems, and show potential transit connection locations.
 - Consider showing construction timelines.
 - Is there an opportunity to further screen alternatives before the end of 2015?
 - Norval has extensive sensitivities in the area, and town council will be interested in the findings of this study.
 - Consider features to make the GTA West transportation corridor more attractive for trucks such as truck parking. There currently is nowhere for trucks to stop on Highway 401.
 - If the GTA West transportation corridor is a tolled facility, how will trucks be encouraged to use the corridor?
 - Trucks use local roads to bypass weigh stations, the MTO should consider strategies to make trucks use the corridor.
 - The screening identifies avoiding a small rural church, but one of the short list route alternatives impacts a major religious institution (Sant Nirankari Mission).
 - Northwest Brampton will be a sensitive area with few options. Consider reinstating another alternative near Bramalea between Dixie Road and Torbram Road.
 - Consider opportunities to integrate the transitway with the GO Transit Union Pearson Express expansion.
 - Show where carpool lots may be considered.
 - Consider showing cost estimates for the different route alternatives.
 - Consider including service centres on the corridor.
 - The project team should show more information on other Highway 401 projects, such as through Milton.
 - Airport Road has extensive truck trip generators nearby. Consider a truck rest area near Airport Road. Also consider the use of truck priority features in the interchange in this area.
 - The project team should consider the traffic impacts to other freeways, such as Highway 410.
 - *The project team noted that the traffic modelling work being completed as part of this assignment considers impacts to the entire transportation network.*

7. Next Steps and 8. Open Forum

N. Ahmed provided an overview of next steps in the study and G. Pothier invited final questions and comments.

Q: Will the project team need to enter private properties?

R: Yes. Fieldwork will begin in spring 2015, and potentially affected property owners will be contacted earlier to seek permission to enter their land.

Q: Will trucks use the transitway?

R: It is not the intention of the transitway, but it is being considered as a goods movement priority feature alternative.

Q: Since the short list of route alternatives can be tweaked, why not access lands and complete field work before identifying the short list?

R: Given the large geographical area, it would be very expensive and time consuming to undertake field investigations for the entire Route Planning Study Area. By using secondary source information to identify the short list before proceeding with field investigations, the project team is able to identify the preferred route alternative more efficiently.

C: City of Brampton Council recently declined a quarry application in Norval. It was a 6 year process and one of the route alternatives (Alternative 1C/2A1) borders that application. Environmental issues identified in that study may arise if the project team proceeds with that route alternative.

C: Thank you for considering goods movement and goods movement priority features.

C: Local aggregates will be important for building the GTA West transportation corridor, as they are for building infrastructure in the rest of the GTA. Aggregate trucks comprise a large percentage of local truck traffic. Safe movement of these trucks to and from the corridor will be important during the construction of the GTA West transportation corridor and after it is in service.

C: Consider how to alleviate fears about where the route will be located, given the duration of this study.

There were no questions or comments from observers that attended.

9. Closing Remarks

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS

Distribution: Attendees, Regrets

Meeting Minutes

Project Name: GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2 Meeting: GTAG Meeting #1

Assignment No. 2013-E-008 Date: October 29, 2014

Time: 12:30 pm – 3:30 pm

Location: Holiday Inn Mississauga Toronto West (100 Britannia Road East, Mississauga), Heartland Ballroom

Independent Facilitator: Glenn Pothier GLPi

Project Team Attendees:

Natalie Rouskov	MTO
Chris Barber	MTO
Sarah Merriam	MTO
Neil Ahmed	MMM
Sandy Nairn	MMM
Patrick Puccini	URS
Britta Patkowski	URS

GTAG Attendees: Removed in accordance with the *Freedom of Information and Protection of Privacy Act*

Legend: Q: Question
R: Response
C: Comment

1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted three objectives of the meeting:

- Affirm the role of the GTAG and its relationship to the project.
- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

N. Rouskov thanked members for attending. She emphasized the role of the GTAG as a sounding board for the project team to get early preview input of interim outcomes prior to the more formal consultation as scheduled.

2. About the Greenbelt Transportation Advisory Group (GTAG)

G. Pothier provided an overview of the purpose of the GTAG, and the roles and responsibilities of the members. He emphasized that the GTAG will play an advisory role. It was noted that as a general membership rule, members are to keep information confidential, when requested, as some project information is previewed at the GTAG and will not be publically released until later a date. However, in the interest of transparency and openness, members of the general public are permitted to attend GTAG meetings as observers. There will also be no designated spokesperson for the GTAG.

G. Pothier noted that the purpose of the GTAG is not to discuss whether a transportation corridor should be built, as this decision was made during Stage 1 of the study. The GTAG is a forum for discussing how a transportation corridor can be placed in the Greenbelt area that respects Greenbelt sensitivities and policies. It was noted that outside of the GTAG meetings, members can express opinions as they please, however in order to have constructive meetings, members should respect the intent of the GTAG – to share collective ideas that will assist with wise and informed decision-making.

With respect to meeting location, consensus could not be reached on whether the meeting venue should rotate throughout the study area or whether one venue should be designated as the meeting venue for the duration of the study. The project team will select a different location for GTAG Meeting #2, and will consider proximity to transit and the Greenbelt, and teleconference capabilities. This issue can be discussed again at Meeting #2. Opportunities to carpool to the meetings will be noted in the next meeting invitation. Interested individuals will be asked to contact B. Patkowski and she will share the contact information of interested individuals with others expressing interest.

3. Study Overview and Status Update and 4. Greenbelt Design Guideline

S. Nairn provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, the project schedule, design considerations in the Greenbelt, how the project team is using the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, the concept of a Community Value Plan within the Greenbelt, the Stage 2 planning process, and what the new corridor will look like.

5. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

S. Nairn provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: The screening and evaluation criteria discuss Class 1-3 soils. The Town of Caledon has Class 4 soils which are important to the wineries and vineyards. The project team should consider Class 1-4 soils.

Q: Does the 170m right-of-way allow for potential widening in the future? What is included in the 170m?

R: The transportation corridor is generally envisioned to be 170m wide to accommodate a 110m highway right-of-way and a 60 m transitway. The 170m right-of-way will accommodate features

such as landscaping, grading, etc. The 110m highway right-of-way will allow future widening into the median area, so additional land will not need to be secured in the future to accommodate widening, if required.

Q: Can you constrain the right-of-way in sensitive areas?

R: Consistent with the Greenbelt Design Guidelines, the project team will consider using a reduced width for the transportation corridor to minimize impacts to features within the Greenbelt.

Q: Does the GTA West transitway replace the 407 transitway?

R: No. The transitway that is part of the GTA West transportation corridor will be a new system implemented by the ministry.

Q: Is the GTA West transportation corridor protecting for a Hydro One corridor?

R: The Ministry of Transportation and Hydro One are each pursuing separate but coordinated Environmental Assessment studies. The GTA West Study is at a later stage of the process, having already developed an EA Terms of Reference which was approved in 2008, and having completed the need and justification phase of the EA (Stage 1) in 2012. In contrast, Hydro One will be starting their EA process with the preparation of a Terms of Reference. The GTA West Study and the Hydro One Study are separate because each has specific needs, issues, processes, consultation requirements and schedules. We will continue to seek opportunities to coordinate with Hydro One throughout this study, but ultimately it is envisioned that the GTA West study will only seek to protect property required for the construction of the transportation corridor, including the proposed transitway.

Q: The Highway 427 extension hasn't been approved yet. How do you anticipate that process and this GTA West study process working together?

R: The extension of Highway 427 to Major Mackenzie Drive has been approved. The GTA West Project Team is exploring alternatives to connect Highway 427 from Major Mackenzie Drive to the GTA West transportation corridor. Alternatives are being shown at Public Information Centre #1. This connection will be included as part of the GTA West Study.

C: Farms are businesses. They should have their own category in the evaluation process.

C: Grain elevators need easy and reliable access to markets, and therefore support interchanges within the Greenbelt areas.

Q: What is the CAG and what other consultation events have occurred thus far?

R: The consultation program features multiple outreach tools and points of contact, including Public Information Centres (3 rounds – the first of which is scheduled for later this year), Community Workshops (4 rounds – the first of which occurred in July/August 2014), as well as meetings with First Nation and Métis Councils/Communities, the Municipal Advisory Group (the second meeting is scheduled for next week), the Regulatory Agency Advisory Group (the second meeting is scheduled for next week), the Municipal Executive Advisory Group (the first meeting was held in September 2014), the Greenbelt Transportation Advisory Group, and the Community Advisory Group (the first meeting was held last night). The Community Advisory Group comprises members of the public who have an active interest in the project, whereas the Greenbelt Transportation Advisory Group comprises stakeholders with a specific interest in impacts and issues relating to agriculture, bridges,

geometric design, stormwater management, community sensitive design, and road ecology and wildlife in the Greenbelt planning area. Stakeholders can also contact the project team via the project website (www.gta-west.com), the project Twitter site (@GTAWestStudy), and the project toll-free telephone line (1-877-522-6916).

- C: Existing conditions and constraints should be shown on the long list and short list route alternative mapping so that stakeholders can see what is impacted.

6. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment on the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- The routes farther to the south appear to impact less Greenbelt area than northerly routes (comment applies to all sections).
- Alternative 1C appears to veer away from natural features near the Highway 401/407 ETR interchange, however farther north it runs close to a watercourse.
- Alternatives 1C and 1E respect natural features.
- There is a portion of Alternative 1C that is on top of Sixteen Mile Creek. This portion should be realigned to the east.
- The TransCanada pipeline is located in the vicinity of Alternatives 2C and 2D. These route alternatives should parallel the pipeline to minimize impacts.
- Only one short list route alternative has an interchange at Mississauga Road. The short list should show more interchanges at Mississauga Road.
 - *Subsequent to the meeting, the project team confirmed that all of the short list route alternatives have an interchange at Mississauga Road.*
- The project team should show details of the Highway 401/407 ETR/GTA West interchange at Public Information Centre #1.

Q: Is there an alternative which resembles the Halton Peel Boundary Area Transportation Study (HPBATS) recommended alternative?

R: The HPBATS recommended road network included a Halton-Peel Freeway from the Highway 401/407 ETR interchange west of Ninth Line to Mayfield Road. Some of the potential GTA West route alternatives reflect the essence of the HPBATS recommended road network.

Central Section (Mississauga Road to Highway 50)

- The routes farther to the south appear to impact less Greenbelt area than northerly routes (comment applies to all sections).
- Support for interchanges in the Town of Caledon because they will help to get long distance traffic off of local roads. This increases public safety.
- Oppose Alternative 10B. It has large residential and community impacts. 400 series highways do not mix with residential land uses. This alternative will limit residential growth and the tax base.

- Commercial land uses, like farms, need access to interchanges to get to the market. Those commercial land uses are located within the Greenbelt. Support for interchanges within the Greenbelt.
- Preference for Alternative 6B.

East Section (Highway 50 to Highway 400)

- Support for the southerly route alternatives through the Greenbelt area.
- Question the need for an interchange at Highway 27 and Pine Valley Drive as there is little growth in this area.
- Question the need for the GTA West transportation corridor between Highway 400 and Highway 427. The corridor will expose the Greenbelt area to commercial and industrial development pressures. Policy will not protect these lands as the next government may change the policies.
- Oppose interchanges within the Greenbelt. Interchanges attract commercial and industrial growth, which will further impact the Greenbelt area.
- When exploring the connection to Highway 400, please consider how a future easterly extension may be accommodated.
 - *The project team noted that there is limited opportunity to extend the GTA West transportation corridor further to the east because of extensive development along the Yonge Street corridor.*
- The project team should consider designing watercrossings to convey regional flood levels. Benefits will also include wildlife passage, fish passage, and maintaining natural channel functions in the creeks.
- The project team should consider alternatives to salt application and the impacts of salt to water quality. Conservation Halton has a 40 year data set which shows chloride levels rising. Some areas have salt concentrations of approximately 20 mg/L, which should be compared to an ocean which has a salt concentration of approximately 30 mg/L. Studies have found blue crabs in the Humber tributary, which are salt water species. Salt management is important.

7. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. How will stakeholders react to the short list of route alternatives and interchange locations presented at Public Information Centre #1?
 2. Are there “hot spots” or “hot topics” you foresee?
 3. What strategies/responses can we provide to address the “hot spots” or “hot topics”?
- Remove Alternative 10B due to the extensive residential impacts.
 - Show existing conditions and constraints on the long list and short list route alternative mapping so that stakeholders can see what is impacted.
 - Make interchanges creative so they don't just promote industrial growth. The area needs commuter parking lots.
 - Present interchange designs with a Google Earth experience.
 - Highlight the need for the transportation corridor and show where the growth is going to happen.
 - Have a map showing the future land use and development areas.

- Identify which roads are regional roads, as they are going to be top priority for locating interchanges.
- Have a land use map.
- Stakeholders view highway construction as a bad thing. Promote the transitway and that this transportation corridor is more than just a highway.
- Put the information in the hands of people with handouts or on the project website.
- Schedule the Public Information Sessions so that they do not conflict with holidays.
- Ensure that there is a Public Information Centre at the Brampton Fairgrounds and in Georgetown.
- Have a map showing the Metrolinx' Regional Transportation Plan.

8. Next Steps and 9. Open Forum

N. Ahmed provided an overview of next steps in the study and G. Pothier invited final questions and comments.

Q: What is Highway 413?

R: The GTA West Project Team is aware that some stakeholders are referring to the GTA West transportation corridor as Highway 413. The GTA West transportation corridor does not have an official name yet.

C: It is refreshing that the ministry is listening to people and is following an in depth planning process in a respectful fashion.

Q: The Ministry of the Environment is now the Ministry of the Environment and Climate Change. Will this new emphasis change the direction of this project?

R: The project team is consulting with the MOECC. We have had meetings, and the original scope of work from the Terms of Reference includes investigating air quality. MOECC has not alerted the project team of new requirements.

C: A symptom of climate change is intense short duration rainfall. Creek crossings should be designed larger to mitigate impacts. Another symptom is warming of creeks, so thermal mitigation should be considered.

C: Discourage interchanges in the Greenbelt. Place interchanges in the Vaughan and Brampton city centres.

Q: What is the cost of the GTA West transportation corridor?

R: In Stage 1 of the Study, it was estimated to be approximately \$5 billion. This will be updated as part of Stage 2 once we have identified a preferred alternative.

C: Use local aggregates if possible.

R: The project team is not at the level of detail yet where we need to determine where aggregates should be sourced from. This will be determined in later stages of the study.

Q: How do we contact the project team?

R: Project website: www.gta-west.com, project team e-mail address: project_team@gta-west.com, toll-free telephone line: 1-877-522-6916.

10. Closing Remarks

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS

Distribution: Attendees, Regrets

Meeting Minutes

Project Name: GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2 Meeting: MAG Meeting #2

Assignment No. 2013-E-008 Date: November 7, 2014
Time: 10:00 pm – 12:00 pm

Location: Courtyard by Marriott Brampton (90 Biscayne Crescent, Brampton), Windsor Room B

Independent Facilitator: Glenn Pothier GLPi

Project Team Attendees:

Natalie Rouskov	MTO
Chris Barber	MTO
Neil Ahmed	MMM
Sandy Nairn	MMM
Karin Wall	Aecom
Jim Dymont	MHBC
Patrick Puccini	URS
Britta Patkowski	URS
Benjamin Loucks	URS

MAG Attendees:

Brock Criger	Region of Peel
Damian Albanese	Region of Peel
Gary Kocialek	Region of Peel
Eric Chan	Region of Peel
Lindsay Edwards	Region of Peel
Alejandro Cifuentes	Region of Peel
Eric Flora	Region of Peel
Tina Detaramani	Region of Peel
Lina Ariza	Region of York
Steve Mota	Region of York
Maureen Van Ravens	Region of Halton
Melissa Green-Battistan	Region of Halton
Alicia Jakaitis	Region of Halton
Karyn Poad	Region of Halton
Dan Tovey	Region of Halton
Lisa DeAngelis	Region of Halton
Chris Duyvestyn	City of Brampton
David Waters	City of Brampton
Henrik Zbogor	City of Brampton

Joe Perrotta	City of Mississauga
Roy McQuillin	City of Vaughan
Andrew Pearce	City of Vaughan
Selma Hubjer	City of Vaughan
Stephen Kitchen	Township of King
Ryan Grodecki	Town of Caledon
Kathie Kurtz	Town of Caledon
David Loveridge	Town of Caledon
Kant Chawla	Town of Caledon
Dan Ridgway	Town of Halton Hills
Doug Penrick	Town of Halton Hills
Steve Burke	Town of Halton Hills
John Drummund	Peel Regional Police
Malcolm Mackay	Metrolinx/GO Transit
Dan Beare	Metrolinx/GO Transit
Monisa Nandi	Metrolinx/GO Transit
Paul Kerry	CP Rail
Alexandra Barrett	Ontario Power Authority
Adam Sheldon	TransCanada Pipelines Ltd.
Al Sharpe	Hydro One Brampton
Robert Ferangelista	Hydro One Brampton
Jennifer Stewart	Hydro One
Yu San Ong	Hydro One
Dan Beardsall	Hydro One
Dhvani Shah	Hydro One
George Watt	Hydro One
Meaghan Palynchuk	Bell Canada
Tim Rallis	CanACRE
Dan Babcock	CanACRE

Observers:	Christian Binette	Region of Peel, Co-op Student
	Melanie Zakarian	Region of Peel, Co-op Student

Legend:	Q: Question
	R: Response
	C: Comment

1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted two key objectives for the meeting:

- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

G. Pother noted that the initial MAG meeting was a joint MAG/RAAG meeting, and that the project team is working on the membership for the MAG and RAAG and may consider moving some members (like the utility companies) to the RAAG to balance the membership and align interests.

2. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, what the project team heard at MAG/RAAG Meeting #1, the project schedule, the Stage 2 planning process, and what the new corridor will look like.

3. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

P. Puccini provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Are the route alternatives on the map 250m wide?

R: Yes. Although the route alternatives that have been developed are 250 m in width, the actual transportation corridor is generally envisioned to be 170 m wide to accommodate a 110m highway right-of-way and a 60 m transitway. The route alternatives are wider at this stage to allow refinements to be made to the transportation corridor once more details are available with respect to environmental, cultural and community features that may be affected.

Q: Is the Ministry of the Environment and Climate Change (MOECC) aware of the process for narrowing the Route Planning Study Area?

R: The project team has met with MOECC and will be meeting with them again shortly to discuss the proposed Focused Analysis Area (FAA) approach. Earlier this year, MOECC provided support for the concept of allowing development to proceed in certain areas, and we will continue to meet with them to discuss the approach for implementation.

Q: What is happening east of Highway 400 and also south of the Highway 401/407 ETR interchanges? Will the project team require lands outside the Route Planning Study Area in these areas? Have interchange concepts been developed yet?

R: The project focus right now is narrowing down the route alternatives and selecting the preferred interchange locations. Interchange development has started but it is in its earliest stages. The conceptual footprints required for these freeway-to-freeway interchanges are shown on the short list of route alternatives map. Further work will occur after Public Information Centre (PIC) #1.

Q: When can the MAG get a copy of the route alternatives? There is not enough time to provide full comments today.

R: Route alternatives will be provided at PIC #1 and will be made available on the project website after PIC #1, and you will have time after PIC #1 to provide full comments. We are seeking preliminary observations today.

Q: Does the 250m corridor width include provision for a hydro corridor? Municipalities must protect for hydro lands as well, and need to know whether the GTA West Study will be protecting for these lands. We understand the hydro corridor requires 40m.

R: No. The 250m is for the GTA West transportation corridor only (including the transitway). At PIC #2, the GTA West Project Team will still be protecting for the 250m for a preferred route. At PIC #3, we will present the preliminary design of the preferred route. If by that time Hydro One has more details about their study and what their property needs are, municipalities can use that information in combination with findings from the GTA West Transportation Corridor Planning and EA Study to understand what the impacts to their municipalities are.

Note: the Ministry of Transportation and Hydro One are each pursuing separate but coordinated Environmental Assessment studies. The GTA West Study is at a later stage of the process, having already developed an EA Terms of Reference which was approved in 2008, and having completed the need and justification phase of the EA (Stage 1) in 2012. In contrast, Hydro One will be starting their EA process with the preparation of a Terms of Reference. The GTA West Study and the Hydro One Study are separate because each has specific needs, issues, processes, consultation requirements and schedules. We will continue to seek opportunities to coordinate with Hydro One throughout this study, but ultimately it is envisioned that the GTA West study will only seek to protect property required for the construction of the transportation corridor, including the proposed transitway.

4. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share observations about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives. G. Pothier also conducted the P.O.W.E.R. exercise on the Focused Analysis Area.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- Like that the route alternatives avoid the most sensitive areas around the Credit River crossings.
- West of Mississauga Road the routes seem very close together. Suggest combining Alternatives 2C and 2D.
- South of the Credit River, develop a connection between Alternative 1E and 1C.
- A connection between Alternative 1E and 1C south of the Credit River provides good east-west connectivity.

Central Section (Mississauga Road to Highway 50)

- Like the fact that the route alternatives minimize impacts to the Mayfield West Phase 1 and 2 developments.
- Like that existing Highway 410 was retained as an alternative.
- Alternative 6D is a concern. It is known that TRCA prefers an alternative that resembles Alternative 7F to the north, so Alternative 6D does not provide an acceptable connection to this alternative.
- Alternatives 10B and 10C restrict development lands. One of these alternatives should be eliminated at this stage.
- Bramalea Road should not be considered as a potential interchange location. Interchanges at Dixie Road and Airport Road are sufficient to support the area.

- Question the elimination of Alternative 10F. This alternative would minimize impacts to development in the area and the terminus presents a better interchange opportunity than some other alternatives.
- Consider creating a partial interchange at Coleraine Drive.
- The identification of interchange locations is premature. Consider leaving the door open to different alternatives.

Q: Will the new Highway 410 extension alternatives and the existing Highway 410 alternative be carried forward at this stage in the study?

R: Yes.

Q: Will the FAA have gaps where there are large gaps between the short list route alternatives?

R: No. These lands will remain part of the FAA at this time.

Q: Does the project team have a preference for either the existing Highway 410 alternative or one of the Highway 410 extension alternatives?

R: No. The project team is still exploring all short listed alternatives.

East Section (Highway 50 to Highway 400)

- Ensure that the freeway-to-freeway interchanges do not preclude a further extension of Highway 427 to the north, or the GTA West transportation corridor to the east of Highway 400.
- Alternative 7D and 7E bisect a future expansion area. Prefer Alternative 7F to the north.
- Consider a partial interchange at Coleraine Drive since adjacent interchanges are in close proximity.
- There should be an interchange at Highway 50.
- It is premature to decide where interchanges should go. Keep options open until more information is known.

Q: What criteria are the project team using to select interchange locations. Municipalities should have an opportunity to comment on the locations.

R: Initially all existing/planned crossing roads and provincial freeways were considered as potential interchange locations. The potential interchange locations were then screened based on the following principles: minimize impacts to significant natural features, functions, systems and communities; minimize impacts to existing and planned (approved under Official Plans) population and employment areas; and efficient and direct and address the transportation problems and opportunities. We currently have identified strong potential locations but have made no decisions. The project team will look to have meetings with municipalities to discuss interchange locations. When evaluating interchange locations, we will look at opportunities and impacts to the natural environment, socio-economic environment, cultural environment, and transportation environment (e.g. interchange spacing, etc.). It is highly unlikely that all of the interchanges identified along a route will end up as locations on the preferred route.

Focused Analysis Area

- Support for the concept of the FAA.

Q: If a development application was submitted in the middle of the FAA where there was no route alternative, would the ministry allow it to proceed? There is currently a development outside of the FAA, but servicing for the development is within the FAA. How would the ministry respond to this application?

R: The ministry would review these applications on a case-by-case basis. In general development cannot proceed within the FAA.

5. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. Are there “hot spots” or “hot topics” you foresee?
 2. What strategies/responses can we provide to address the “hot spots” or “hot topics”?
- Area north of Mayfield Road between Heartlake Road and Dixie Road will be an issue for developers. They will expect these lands to be released by the end of this year.
 - Stakeholders may express concern over Alternative 6D.
 - Concern may be expressed about the upstream crossing of the Credit River and around Heritage Road.
 - You will get positive feedback that the project team is moving forward with routes and are consulting about them.
 - May receive questions about why fieldwork has not been completed yet.
 - The project team is to be commended for meeting its timelines.
 - The project team will need to prepare messaging regarding coordinating with Hydro One and who is protecting for what lands.
 - The Catholic Cemeteries Archdiocese of Toronto will oppose some of the route alternatives. Need to keep them involved in the study.
 - There will be a mix of support and opposition to the transportation corridor in the Town of Caledon. The corridor will be a magnet for development and this can either be an opportunity or an impact.
 - Stakeholders may be opposed to tolling on this facility.
 - Town of Halton Hills Council may be opposed to Alternative 1E.
 - Stakeholders may ask how the project team is going to compensate for impacting the rural character of some areas.
 - Greenbelt areas should be highlighted on the route alternative maps.
 - There will be lots of questions about whether the project team prefers the existing Highway 410 alternative or one of the Highway 410 extension alternatives, and concern that there is no answer
 - Concern about the extension of Highway 427 beyond the GTA West transportation corridor.
 - Need to clarify that the Highway 427 extension will extend to the GTA West transportation corridor.
 - Need to provide clear messaging on when and how lands are to be “released”.

Q: Have you shared these route alternatives with any other stakeholders?

R: The project team shared the same information with the Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG) last week.

Q: Have you met with Regional Councils yet? Councilors will get many questions about the study.

R: Typically the project team would present to the Regional Councils before the PIC; however, given the timing of the election this year, the project team determined that it would be most prudent to meet with the newly elected Regional Councils in the new year.

6. Next Steps

N. Ahmed provided an overview of next steps in the study, and provided the dates and locations of the PIC #1 venues.

7. Open Forum and 8. Closing Remarks

An opportunity was provided for any additional comments/questions/observations. G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS

Distribution: Attendees, Regrets

Meeting Minutes

Project Name: GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2 Meeting: RAAG Meeting #2

Assignment No. 2013-E-008 Date: November 7, 2014

Time: 2:00 pm –3:30pm

Location: Courtyard by Marriott Brampton (90 Biscayne Crescent, Brampton), Windsor Room B

Independent Facilitator: Glenn Pothier GLPi

Project Team Attendees:

Natalie Rouskov	MTO
Chris Barber	MTO
Neil Ahmed	MMM
Sandy Nairn	MMM
Karin Wall	Aecom
Jim Dymont	MHBC
Patrick Puccini	URS
Britta Patkowski	URS
Benjamin Loucks	URS

RAAG Attendees:

Darryl Lyons	Ministry of Municipal Affairs and Housing
Amanda Graham	Ministry of the Environment and Climate Change
Nisha Shirali	Ministry of the Environment and Climate Change
Steven Strong	Ministry of Natural Resources and Forestry
Rosi Zirger	Ministry of Tourism Culture and Sport
Linda Pim	Ministry of Agriculture, Food and Rural Affairs
Sharon Lingertat	Toronto and Region Conservation Authority
Amy Mayes	Conservation Halton
Kim Barrett	Conservation Halton
Samantha Mason	Conservation Halton
Liam Marray	Credit Valley Conservation

Legend: Q: Question
R: Response
C: Comment

1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted two key objectives for the meeting:

- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

G. Pothier noted that the initial RAAG meeting was a joint MAG/RAAG meeting, and that the project team is working on the membership for the MAG and RAAG and may consider moving some members (like the utility companies) to the RAAG to balance the membership and align interests.

2. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, what the project team heard at MAG/RAAG Meeting #1, the project schedule, the Stage 2 planning process, and what the new corridor will look like.

3. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

P. Puccini provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Will the project team provide a detailed rationale for the screening of the long list of route alternatives?

R: Yes, that is the focus of PIC #1. Assessment tables will be available at the PIC for people to review. Summaries will be provided on display boards.

Q: Did the screening of the long list of route alternatives consider impacts to meander belts?

R: Yes, the screening included the consideration of meander belts and regulatory flood zones. This information is shown on our existing conditions maps.

4. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share observations about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- Support the elimination of Alternative 1F.
- Support for Alternative 1C as it does not cross a tributary of Sixteen Mile Creek.
- Should realign Alternative 1E, as it appears to impact the bank of a watercourse.

Central Section (Mississauga Road to Highway 50)

- Noise and air quality reports should be completed as part of this study.

- Species at risk permits will need to be obtained regarding impacting redbreasted sunfish habitat.
- Request to review the built heritage report prepared for this study.
- Support for the existing Highway 410 alternative. Concern regarding Alternative 10C as it extends through sensitive natural lands.
- In general throughout the entire study area, the southerly routes fragment less agricultural base.

East Section (Highway 50 to Highway 400)

- Pleased to see that an alternative (Alternative 7F) was developed and carried forward that the Toronto and Region Conservation Authority suggested earlier in the study.
- Consider oversizing structures (particularly culverts) to allow for fish passage and natural channel design/function.

5. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. Are there “hot spots” or “hot topics” you foresee?
 2. What strategies/responses can we provide to address the “hot spots” or “hot topics”?
- Concern regarding the length of time it takes to plan and construction such a corridor.
 - Stakeholders may be concerned about traffic delays due to construction.
 - Humber Alliance may be concerned about impacts to trails, watercourses, and the natural environment in general.
 - Stakeholders may be concerned about impacts to historical communities.
 - Questions about the Focused Analysis Area – what is the process to release lands.
 - Stakeholders in the City of Mississauga may have concerns about stormwater management, as they recently experienced some flooding.
 - Consider having maps which allow property owners to see their properties close up.
 - Consider having a digital interface where stakeholders can zoom in and out, turn layers on/off, turn routes on/off, etc.
 - Consider sharing digital files of the route alternatives with regulatory agencies so they can compare impacts and provide more informed commentary on the route alternatives.
 - Make the colouring of the route alternatives more transparent so you can see what is underneath the routes.
 - With respect to stormwater management and water quality, there are low impact development technologies for runoff at watercourses that can remove up to 80 % of total suspended solids. The project team should consider water quality control technologies for stormwater management.

Q: When will maps of the route alternatives be made publically available?

R: Route alternatives will be made available at PIC #1, and on the project website subsequent to PIC #1.

6. Next Steps

N. Ahmed provided an overview of next steps in the study, and provided the dates and locations of the PIC #1 venues.

Q: Have you met with Regional Councils yet?

R: Typically the project team would present to the Regional Councils before the PIC; however, given the timing of the election this year, the project team determined that it would be most prudent to meet with the newly elected Regional Councils in the new year.

7. Open Forum and 8. Closing Remarks

G. Pothier invited additional comments/questions/observations.

Q: Will fieldwork include groundwater investigations at underpass locations? There is an aquifer under pressure in the area of Trafalgar Road and Steeles Avenue.

R: The project team will be assessing groundwater impacts at a high level for the short list of route alternatives based on secondary source data. At the preliminary design stage, this information will be confirmed.

Q: Did the screening of the interchange locations take into account features they would impact outside of the 250m lines?

R: The 250m lines can generally accommodate interchanges, so impacts were accounted for. The conceptual footprints for the larger freeway-to-freeway interchanges are shown as a green dashed line on map of the short list of route alternatives.

C: The Toronto and Region Conservation Authority Executive Committee would like an update once the short list of route alternatives has been confirmed.

C: A species at risk evaluation criteria should be considered under both the aquatic and terrestrial environment.

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS

Distribution: Attendees, Regrets

Date: November 14, 2014
2:00 p.m.

Location: Teleconference

Project: GTA West Corridor EA Study,
Stage 2

MTO Assignment #: 2013-E-0008

MMM Project #: 3214002-000

Author: Katherine Jim, MMM Group

Attendees: Firm / Agency

Carl Johansson	CEA Agency – Ontario Region
Marc Léger	CEA Agency – Ontario Region
Lorna Zappone	MOECC – Environmental Approvals Branch
Natalie Rouskov	MTO – Central Region
Sarah Merriam	MTO – Central Region
Neil Ahmed	MMM Group
Sandy Nairn	MMM Group
Katherine Jim	MMM Group

Distribution: Attendees

Purpose: Milestone updates – Ontario Ministry of the Environment and Climate change (MOECC) and Canadian Environmental Assessment (CEA) Agency

Item	Details	Action By
1.0	Project Status and Consultation Update	
1.1	The last meeting with MOECC and CEAA was in May 2014. The purpose of this meeting / teleconference is to provide a milestone update prior to Public Information Centre (PIC) #1, which are being held in November and December 2014 (three rounds).	
1.2	Materials being presented at PIC #1 will include the generation of long list of alternatives, screening of the long list of alternatives, as well as the short list of alternatives and next steps.	
1.3	The short list of alternatives is also being presented at various consultation events, including CAG, GTAG, MAG and RAAG meetings, which are being held in the last two weeks. Representatives from MOECC attended the RAAG meeting.	
1.4	As part of the long list / short list alternative screening process, major water crossings such as the Humber River and Credit River were considered. However, the exact number of the smaller water crossings and the type of crossings will be determined as the EA progresses.	
1.5	In terms of the overall study schedule, a total of three PICs will be held: <ul style="list-style-type: none"> • PIC #1 (November / December 2014) – Short list of route alternatives • PIC #2 (End of 2015) – Preferred route alternative • PIC #3 (2017) – Preliminary design (including interchanges) of preferred route alternative A copy of the overall study schedule was distributed to those at the meeting.	
1.6	Due to the municipal election in 2014, presentation to councils will be in February 2015. However, municipal staff are familiar with the study status and information to be presented at the PIC through participation in the MAG meeting.	
2.0	Focused Analysis Area	
2.1	As the EA study progresses, some of the lands beyond the short list of alternatives within the Preliminary Route Planning Study Area are becoming less of an interest to the Project Team. The Project Team has developed a Focused Analysis Area plan to illustrate this.	
2.2	A handout explaining the concept of the Focused Analysis Area was distributed to those at the meeting. A partial plan showing a sample of the Focused Analysis Area plan is included in the handout. The orange area represents a zone (buffer) surrounding the short list of route alternatives, within which the Project Team may refine route alternatives as more fieldwork is completed and alternatives are further developed. The buffer area will allow for features such as transitway stations, stormwater management ponds, etc.	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	The green area (i.e. the area between the orange are and the boundary of the Preliminary Route Planning Study area), is the area where MTO will continue to review development applications but it is generally anticipated that development processes may proceed for these lands.	
2.3	The Project Team will be seeking comment on the Focused Analysis Area at PIC #1 and will confirm the limits subsequent to PIC #1.	
2.4	The Project Team clarified that the connection to GTA West via the existing Highway 410 is still an option being considered.	
2.5	MOECC does not have any further questions about the Focused Analysis Area.	
2.6	MTO added that the green area will likely increase once the preferred route alternative has been identified (by the end of 2015). At that point, the Preliminary Route Planning Study Area boundary may also be revised. MOECC noted that it is not uncommon to change the boundary of a study area in an EA process; as long as proper and sufficient consultation is being carried out.	
2.7	The short list of route alternatives will be refined following PIC #1 and field work will begin in spring 2015.	
3.0	Federal Environmental Assessment - Timing	
3.1	The timeline of the Federal EA process was discussed, assuming that the preferred route alternative will be identified by the end of 2015: <ul style="list-style-type: none"> • Early 2016 – Submit Project Description. The Project Description is to be submitted around the time of PIC #2. • Early 2016 – CEAA Agency issues Environmental Impact Statement (EIS) Guidelines for the project. Typically occurs 3-4 months after submission of the Project Description • 2016 – Prepare EIS as the Project Team proceeds with preliminary design • 2017 – EIS submission 	
3.2	If MTO makes study plans available in advance of submission of the PD, CEAA will share them with reviewers from federal departments (i.e., Environment Canada, Transport Canada, Fisheries and Oceans Canada) for possible feedback.	CEAA
3.3	In terms of major water crossings such as the Humber River and Credit River, the Project Team will confirm whether these crossings are navigable.	Project Team
3.4	CEAA asked if the Project Team had consulted with First Nations as part of the Federal EA. The Project Team responded that this will be carried out near the time of the Project Description submission.	
4.0	Hydro One	
4.1	Hydro One anticipates commencing an Individual Environmental Assessment addressing a new hydro corridor; however, the Terms of References has not yet been released.	
4.2	MTO stressed that while there are interactions between the Hydro One and GTA West Project Teams, the GTA West and Hydro One studies are separate Individual Environmental Assessment Studies (starting with development of the Terms of Reference). MTO will continue to meet and coordinate with Hydro One. Consideration will be given to opportunity to reasonably coordinate consultation efforts.	
4.3	MOECC has not received any further updates from Hydro One.	
4.4	The Project Team clarified that the Focused Analysis Area is identified based on the planning and design for a transportation facility only and does not accommodate the planning of a hydro corridor.	
5.0	Other Business	
5.1	The next meeting will be held in spring 2015. CEAA and MOECC will be invited.	
Meeting adjourned 3:00 p.m.		

Attach.

Any omissions or errors in these notes should be forwarded to the author immediately.

Appendix D

Synopsis of Public Information Centre #1 Comments

Comments on Route Location and Design

Concern / Comment	Written Comment	Verbal Comment
Suggest depressing the transportation corridor or constructing berms to minimize noise and visual impacts.		X
Consider proximity to water and sewage sources to minimize costs. Minimize jurisdictional overlap.	X	
Build service stations near commercial plazas.	X	
Suggestion to use "rolling highways" along the length of the corridor, with an additional terminal in the middle.	X	
Provide parks, picnic and hiking/skiing areas.	X	
Provide wildlife overpasses with scenic treatments.	X	
Transportation corridor should be completely fenced.	X	
Suggestion to use contra-flow lanes.	X	
Respect the Greenbelt Guideline in designing new corridor.	X	
Suggestion to use HOV lanes.	X	
Cross key arterials at right angles.	X	
Consider double-stacking the transportation corridor.	X	
Inquiries about whether the transportation corridor will be tolled?	X	
More northerly options function as a natural barrier to urban sprawl.	X	
Concern over impacts to woodlands that are designated as deer runs by the Ministry of Natural Resources and Forestry.	X	
The proposed highway alignments through planned communities impede the ability for the community to develop to the extent required through secondary plans, thereby reducing the contributions to the approved Development Charge infrastructure, thereby impeding the ability to proceed with needed infrastructure within those municipalities.	X	
Preferred route should be north of Bolton.	X	
Concern regarding impacts to lands with plans for development.		X
Reassess the work undertaken within secondary plan areas to ensure that all planned and funded improvements have been properly included in the study.	X	
Suggestion to locate route north of Base Line Road where land is not as agriculturally viable.	X	
Expand Old School Road from McLaughlin Road to The Gore Road instead of building new corridor.	X	
Construct a Norval Bypass.	X	
Concern that the transportation corridor will attract development and eliminate agricultural / rural lands.	X	
A woodlot containing Bobolink and Barn Swallow is being impacted.	X	
Concern that very little priority has been given to protecting agricultural operations and lands. These lands should be given priority.	X	
Concern regarding delays to development applications.	X	
Preference for more southerly routes.	X	
Transportation corridor should be located north of Georgetown.	X	
Alignment should generally be selected as follows: close to urban areas in Sections 1-2, and to the south in Sections 3-9.	X	
Dislike all route alternatives.	X	
Build closer to growth areas, and industrial/business areas.	X	
Alternative 1C appears to have that most challenging crossing of the Credit River and impacts Highway 7.	X	
Concern that a short listed alternative is close to the Croatian Church at Embleton Road and Winston Churchill Boulevard.	X	

Concern / Comment	Written Comment	Verbal Comment
Consider a corridor that will address congestion on Highway 7/Guelph Street/Bovaird Drive.	X	
Consider a mid-concession alignment between Ninth Line and Tenth Line at it will avoid impacting significant environmental features.	X	
Disagree that a viable solution has been identified through Section 1.	X	
Refinement to Section 1: Support Alternative 1C to Steeles Avenue, then modify north of Steeles Avenue to allow for a Ninth Line interchange, then switch to Alternative 1E with interchange on Winston Churchill Boulevard.	X	
Alternative 1C is disruptive to Norval and productive agricultural areas. Alternative 1E allows for an interchange connection at the bottom of Tenth Line.	X	
Alternative 1E impacts 2 gas lines and numerous residential/industrial areas.	X	
Preference for Alternative 1E connecting to Alternative 2E (screened out).	X	
Alternatives 2C and 2D appear to have the most adequate land for an interchange and best crossing of the Credit River.	X	
Opposition to Alternatives 2A1 and 2A2 as they impact the Sant Nirankari Mission.	X	
Alternative 2A1 impacts Sant Nirankari Mission, a religious institution with a large and very active congregation that has plans to expand.	X	
Alternative 2C creates constructability issues with respect to the key interchanges at Bovaird Drive and Mayfield Road.	X	
Support for an alignment within the Halton-Peel Boundary Area that addresses both north-south and east-west connectivity as identified through the HPBAT Study.	X	
Preference for Alternative 2D as it is the most easterly route and avoids land use conflicts with the Norval Outdoor Education Centre.	X	
Two of the three alternatives in Section 2 impact approved cemetery lands at Heritage Road and Mayfield Road. The route generation criteria suggest that cemeteries should be avoided.		X
Opposed to an alignment between Mississauga Road and Heritage Road.	X	
Highway should be closer to Mayfield Road and the City of Brampton.	X	
All short listed alternatives in Section 3 have impacts to the Brampton-Caledon Airport in terms of direct impacts, clearance and lighting requirements.	X	
A combination of Alternatives 4A and 4B would have the least impact on agricultural operations.	X	
Reconsider Alternative 4A as a preferred route.	X	
The corridor should cross The Gore Road 2 miles north or south of Healey Road to avoid impacting the sensitive environmental lands in the area.	X	
Alternative 6D is too close to Mayfield Road and would duplicate that route.	X	
Alternative 6D divides planned commercial/industrial development in half.	X	
Alternative 6D traverses an area where the Region and City are advancing several Environmental Assessments.	X	
Support Alternative 6B if a Mayfield Road interchange is removed from consideration.	X	
Suggest an Alternative 10B modification that is located slightly to the east of the existing alignment.	X	
Alternative 10C impacts designated, zoned and draft plan approved employment development.	X	
Alternative 10C preferred from a property impact perspective.	X	
Alternative 10G poses safety concerns for the Valleywood community.	X	
Concern with safety issues related to widening Highway 10.	X	

Concern / Comment	Written Comment	Verbal Comment
Alternative 10G is most practical as it would utilize existing infrastructure.	X	
Preference for a new Highway 410 corridor instead of widening existing Highway 10/410.	X	
Extensive, planned road improvements from Secondary Plans have not been fully considered and the Highway 410 extension may not be necessary with them in place.	X	
Proposed Highway 427 alignment will severely impact the ability to protect the plan for larger employment blocks.	X	
Concern that no options were provided for the Highway 427 that goes west of Bolton.	X	
Concern for impacts to the Humber River Valley and tributaries. Preference for most northerly crossing to minimize impacts.		X
Concern for noise impacts to the Humber River Valley – noise will propagate through the valley impacting both wildlife, species at risk, and recreational uses.		X
Crossing of the Humber River presents major environmental problems.	X	
Suggest noise barriers on the Humber River bridge.		X
Continue ongoing communication with the Toronto and Region Conservation Authority and other environmental agencies to further refine the Humber River crossing location and the alignment through the Greenbelt.		X
City of Vaughan would like direction in terms of a recommendation near Nashville Road, as the City is considering improvements to Nashville Road between Highway 50 and Huntington Road.		X
Disagree with screening out Alternative 9A.	X	
Alternative 9D impacts prestige employment lands.	X	
Northern route through Vaughan runs through one of the most scenic parts of the City (i.e. along King-Vaughan Road).		X

Comments on Potential Interchange Locations and Crossing Road Treatments

Concern / Comment	Written Comment	Verbal Comment
Concern regarding traffic impacts at interchanges locations.	X	
Suggestion for over/underpasses on crossing roads where there are no interchanges.	X	
Concern regarding increased traffic on side roads.	X	
Inquiries regarding interchange design (e.g. footprint required, provision of amenities like carpool lots, etc.)	X	
Cell or communication towers should be accommodated at each interchange location. Land should be rented and revenue used to cover operation and maintenance costs of the transportation corridor.	X	
Carpool lots should be planned at interchanges.	X	
Support for interchange locations at Regional Roads.	X	
Interchange at Bovaird Drive would ruin views and vistas of the Credit Valley.	X	
An overpass or an underpass should be provided at McLaughlin Road to provide access to the Brampton-Caledon Airport.	X	
Current Highway 10/410 configuration is inadequate - to build on this would only make the problem worse.	X	
Highway 410 interchange should be located east of Highway 10/410.	X	
An interchange near Bramalea Road and Old School Road would severely impact business.	X	
Provide an interchange at Bramwest Parkway.	X	

Concern / Comment	Written Comment	Verbal Comment
Preference for The Gore Road, Mayfield Road, and Coleraine Drive for interchange locations.	X	
Interchanges at Coleraine Road and Highway 50 would be good to for north/south traffic through & around Bolton.	X	
Concern regarding and footprint impacts of an interchange at Highway 427.	X	
An interchange at Highway 427 will compound the difficulty of crossing the Humber River.	X	
Suggestion for the Vaughan area to have only interchanges at Major Mackenzie Drive and Highway 427.	X	
The impact of a Highway 27 interchange needs to be explored in more detail.	X	
Concerned about an interchange at Pine Valley Drive. It will add more traffic on to Pine Valley Drive and doesn't service lands designated for development in this part of Vaughan.	X	X
An interchange at Weston Road would service the area efficiently.	X	X
Inquiry as to why a northerly interchange connection to Highway 400 was screened out. There is an interest to service new employment lands in the area	X	

Comments on Transitway and Active Transportation

Concern / Comment	Written Comment	Verbal Comment
Support for the transitway.	X	
Provide commuter rail in the transitway.	X	
Disagree with usefulness of transitway.	X	
Build the transitway before the highway component of the transportation corridor.	X	
Concern with funding a transitway along the GTA West transportation corridor when transit is being neglected in other areas of the GTA.	X	
No other transit systems are in place in the area to connect with the transitway.	X	
Has a feasibility study been conducted to justify the transitway?	X	
Maximizing connections for pedestrians, cyclists, and other active modes should have high priority.	X	
Maximize access to the Mount Pleasant GO transit station.	X	
Rail options should be reconsidered (at least in the transitway).	X	
Implement a multi-use trail within the right-of-way of the transportation corridor.	X	
Consider cycling facilities as part of the corridor assessment and solution (i.e. connectivity and integration with existing and planned active transportation network).	X	
Active transportation facilities should be integrated into the design.	X	
Half of the money being spent on this project should be reallocated to improving transit.	X	

Comments on the Focused Analysis Area

Concern / Comment	Written Comment	Verbal Comment
Release unneeded lands as soon as possible. Do not take an additional year to release lands.	X	X
Pleased with the progress and the Focused Analysis Area map.		X
Pleased to have more certainty with respect to property impacts.		X
Land freeze severely impacts ongoing development of planned, approved, and partially developed communities (residential, employment, and recreational).	X	

Concern / Comment	Written Comment	Verbal Comment
The development freeze is preventing communities from building out as required through Secondary Plans, at a significant financial impact to the owners who have advanced and “front-ended” development.	X	
The Focused Analysis Area map should have more street names on it. It is hard to determine where you are on the map without street names.		
Request for clarification as to whether property is within the Focused Analysis Area or not.	X	
The Ministry agreed to release all lands not required for the Highway 410 connection before 2015. The Focused Analysis Area shows a modest reduction in area but the majority of lands are still impacted.	X	
Requests for certain lands to be removed from the Focused Analysis Area.	X	

Comments on Goods Movement Priority Features

Concern / Comment	Written Comment	Verbal Comment
Pleased with goods movement priority features, especially truck parking facilities where Long Combination Vehicles (LCVs) can uncouple and recouple.		X
Disagree with trucks using the transitway or HOV lanes.	X	
Support for a dedicated truck lane, which removes trucks from the general purpose lanes on the GTA West transportation corridor.	X	
Consider a dedicated rail system for goods movement.	X	
Build roll-on roll-off transfer facilities at the transportation corridor end points to facilitate rail-road transfer.	X	

Comments on Study Process and Timing

Concern / Comment	Written Comment	Verbal Comment
Inquiries about when the preferred route will be identified.		X
The project team is making good progress.	X	X
Need to complete this study faster than scheduled.	X	X
Questions regarding timelines for construction and how construction will be staged.	X	X
Inquiries about when property expropriation will begin.	X	X
Questions regarding how this study can be allowed to impact the Greenbelt.	X	X
Make a decision as soon as possible so people can move on with their lives.	X	
Traffic forecasting should not be based on current trends, but rather on desired traffic patterns.	X	
Larger policy issues need to be re-examined and discussed (e.g. promoting living and working in the same community) before proceeding with this study.	X	
Concerns that growth projections are inaccurate.	X	
The GTA West Study is using bare minimum requirements.	X	
Concern that developers and land owner groups are being given higher priority than individual residents.	X	
Concern that municipality’s fast tracked development in order to get ahead of the development freeze on lands within the study area, and that this has limited the project team’s options.	X	
Have the recommendations from the NGTA study been incorporated?	X	
Important to take the years of planning work undertaken by municipalities into consideration.	X	
Inquiries about what criteria will be used to select the preferred route.	X	

Concern / Comment	Written Comment	Verbal Comment
Inquiries about how the interests of First Nation and Métis communities will be addressed (e.g. drinking water, fish and wild game, heritage and cultural values, endangered species, etc.)?	X	
Consider public health impacts when evaluating alternatives.	X	
Encourage the MTO to utilize an appropriate range of criteria to evaluate agricultural impacts including the loss of agricultural land, removal of agricultural buildings and infrastructure and agricultural land fragmentation. Additional evaluation of fragmentation of individual farm operations is also requested in addition to the larger scale analysis of fragmentation of the Prime Agricultural Area.	X	
Impacts to businesses outside the study area should also be considered (e.g. 30,000 people visit a farm north of the study area and need access).	X	

Property Specific Comments

Concern / Comment	Written Comment	Verbal Comment
There is an "osage orange hedgerow" at Torbram Road north of Old School Road, which the Town of Caledon has designated as a heritage property.	X	
House missing on the project mapping (Lot 23 north of Old School Road).	X	
Norval is a designated historic area and tourist area.	X	
Request for project to team to confirm that a residence is listed as a heritage property.	X	
Ukrainian Church - entire property is designated as a cemetery by the City of Brampton and the Ukrainian Church is designated as heritage property. The Ukrainian Church will be rebuilt by the summer of 2016.	X	
Concern that short listed alternative will impact specific properties.	X	X
Concern regarding impacts to property value / resale value.	X	X
Preference for selling land rather than living near a highway.	X	
Concerns about noise, air pollution, increased traffic, and congestion.	X	
Inquiry about whether the ministry compensates farmers for losing rented land.	X	
Noise and vibration from existing roads have destroyed windows. Concern that a GTA West transportation corridor will exacerbate this problem.	X	
Developers / land owners concerned about the future of their investments.	X	
Property has unique zoning that will be very difficult to relocate.	X	
Land expropriation should be timely, efficient, and cost effective.	X	
Noise concerns must be addressed in order for religious facility to function properly.	X	
Several agreements to purchase properties have been reversed due to this study. Now clients are unable to sell their property due to land freeze.	X	
Farm would not be sustainable if a portion of property were taken.	X	
Preference for impacting agricultural land over residential properties.	X	
Do not impact the Oak Ridges Moraine or Greenbelt lands.	X	
Concern that the transportation corridor will set a precedent for future Greenbelt encroachment.	X	
Kirby Road has been designated as a character road.	X	

Other Comments

Concern / Comment	Written Comment	Verbal Comment
Agree with the need for a new transportation corridor.	X	
The project team should consider impacts within 25-50 km of each route alternative.	X	
Consider cost sharing the transportation corridor with other jurisdictions.	X	
Excellent presentation and helpful staff	X	
Requests for shape files of the route alternatives.	X	
Requests for the screening of the long list of route alternatives document.		
Inquiries about how this study will impact population growth and urban sprawl?	X	
Not enough information was provided on mitigation measures.	X	
Questions regarding when Highway 401 will be widened to Kitchener-Waterloo.	X	
Concern with King Creek being identified in mapping as a community.	X	
The Region of Peel is demonstrating leadership as a freight hub in Ontario.	X	
Would like to see Natural Heritage Systems from Conservation Authorities reflected in mapping (e.g. wildlife movement, habitat connectivity).	X	
407 ETR nearby is underutilized. Concern that GTA West corridor will also be underutilized.	X	
How does this study address the growth projections of the City of Barrie?	X	