



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

Public Information Centre #2  
Summary Report

April 2020

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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 multimodal 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 multimodal transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The study continues to follow the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

The GTA West multimodal 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*, and will deliver multiple benefits including:

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

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. Feeding into PIC #2, the first round of PICs were held in November and December 2014 to present the study background and process, existing conditions within the study area, development and screening of the long list of route alternatives, identification of the short list of route alternatives and potential interchange locations, the Focused Analysis Area, as well as factors and criteria for evaluating the short list of route alternatives. Following the PIC #1 events, a round of Community Workshops were held in June 2015 to update the community on work completed since PIC #1, including refinements to route alternatives, interchange locations, and the Focused Analysis Area. The Project Team sought input from the community on issues and trade-offs associated with the route alternatives and potential interchange locations, and the route selection evaluation approach.

The second round of Public Information Centres (PIC #2) were held in September and October 2019 at the following three venues to present the work undertaken to date and receive feedback:

<b>Thursday September 19, 2019</b>	<b>Thursday September 26, 2019</b>	<b>Thursday October 3, 2019</b>
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin	Gellert Community Centre	Brampton Fairgrounds
Conference Centre	10241 Eighth Line	12942 Heart Lake Road
8440 Highway 27	Georgetown, ON	Caledon, ON
Woodbridge, ON		

PIC #2 was an informal drop-in centre with Project Team representatives available to answer questions. Display materials were grouped into stations based on subject, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies and municipalities that was held from 3:00 p.m. to 4:00 p.m. at each event. **Table 1** lists the Project Team members who staffed PIC #2.

**Table 1. Project Team Representatives at PIC #2\*:**

<b>Sign-In and Welcome</b>	
Trish Martins (AECOM)	Mark Elbertsen (AECOM)
Shveta Shukla (WSP)	Steph Fountain (WSP)
<b>Station 1 – Contextualization, Background, Consultation, Indigenous Communities Consultation, Next Steps</b>	
Christine Green (AECOM)	Patrick Puccini (AECOM)
Katherine Jim (WSP)	Adrian Firmani (MTO)
Sandra Sadek (MTO)	
<b>Station 2 – Existing Conditions Roll Plans</b>	
Jim Dymont – Land Use (Municipal Planning Consultants Inc.)	Gary Epp – Terrestrial (AECOM)
Robin Lecraw – Fisheries (WSP)	Charlton Carscallen – Archaeology (AECOM)
Dave Hodgson – Agriculture (DBH Soil Services Inc.)	
<b>Station 3 – Evaluation / Draft Technically Preferred Route / Draft 2019 Focused Analysis Area</b>	
Jim Dowell (WSP)	Tim Sorochinsky (AECOM)
Sandy Nairn (WSP)	Catherine Gentile (WSP)
Jay Goldberg (WSP)	Sarah Hanson (AECOM)
Brian Barrett (AECOM)	Silvia Furfurica (WSP)
Andrew Shea (WSP)	Chris Barber (MTO)
Graziano Masiello (MTO)	
<b>Station 4 – Advisory Groups (Community and Greenbelt &amp; Transportation)</b>	
Cristina Papadatos (AECOM)	Olivia Falcone (WSP)
<b>Station 5 – Community Value Plans</b>	
Rick Bogaert (AECOM)	Sarah Taslimi (AECOM)
Jennifer Sisson (WSP)	
<b>Station 6 – Permission to Enter</b>	
Alexander Pereira (WSP)	Jad Murtada (WSP, French Services)
<b>Other Project Team Representatives</b>	
Lukasz Grobel (MTO)	Fahmi Choudhury (MTO)
Rina Kulathinal (MTO)	Britta Patkowski (AECOM)
Keith Cherneski (MTO)	Michael Casey (MTO)
Ellen Bennett (MTO)	Maya Caron (MTO)
Leslie Currie (MTO)	Peggy Moore (MTO)
Paul Semple (MTO)	Astrid Poei (MTO)
Arlene Barnett (MTO)	Prashanth Selvakumar (MTO)
Joanne Stevens (MTO)	Linda Fischer (MTO)
Jeff Seibert (MTO)	Denise McGuire (MTO)
Mark Patterson (MTO)	Domenic Sgro (MTO)
Yvonne Grossi (MTO)	
<b>Independent Facilitator</b>	
Glenn Pothier (GLPi)	

\*Not all staff listed attended all three events

## 2. Purpose of Public Information Centre #2

The purpose of PIC #2 was to present the study process, the Draft Technically Preferred Route, the Draft 2019 Focused Analysis Area, and introduce the opportunity to participate in developing Community Value Plans (CVP) for the GTA West Study. The content of each display station is summarized below. A copy of the display materials is provided in **Appendix A**.

### ***Station 1: Contextualization, Background, Consultation, Indigenous Community Consultation, Next Steps***

This station provided an overview of the work undertaken to date, including the work prior to the study suspension, as well as following the study resumption. This station also provided an overview of the consultation program for the GTA West Study, including a list of the Indigenous Communities that the GTA West Project Team is engaging as part of this study. The following material was presented:

- A short history on the GTA West Study;
- Planning with vision, planning for people (project vision);
- What has been done to resume the study;
- Overview of Stage 1 and Stage 2 of the study;
- Stage 2 overall process;
- The need for transportation improvements;
- Benefits to local and regional communities;
- Stage 2 study schedule;
- Summary of the consultation and engagement program;
- Feedback received from PIC #1;
- Feedback received from Community Workshop #2;
- Feedback received from the Agricultural Operations Survey;
- Next steps; and
- A list of Indigenous Communities that the GTA West Project Team is engaging as part of this study.

### ***Station 2: Existing Conditions***

This station demonstrated the extensive data collection conducted to date that was used by technical specialists in route alternative generation and screening, and that supported the assessment and evaluation of the Draft Technically Preferred Route. The following material was presented on roll plans with the Draft Technically Preferred Route overlaid:

- Agricultural existing conditions;
- Existing land use;
- Future land use; and
- Natural environment existing conditions.

### ***Station 3: Evaluation of Alternatives / Draft Technically Preferred Route / Draft 2019 Focused Analysis Area***

Station 3 provided an overview of the evaluation of the short-listed route and interchange location alternatives. To ensure the assessment and evaluation of the short-listed route alternatives was manageable, the corridor was divided into nine separate sections. The display boards provided an assessment of each of the short-listed route alternatives by section and highlighted the Draft Technically Preferred Route by section, including the corresponding reasoning for the choice. The interchange location alternatives and corresponding reasonings for preferred locations were also displayed on a separate board.

The Draft 2019 Focused Analysis Area was illustrated on roll plans. The following material was presented at Station 3:

- Refinements to the short list of route alternatives after PIC #1;
- Updated section limits and route labels;
- Route evaluation process;
- Reasoned argument and arithmetic sensitivity testing methodology;
- Evaluation criteria for selecting the preferred interchange locations;
- Proposed cross-section of the multimodal transportation corridor;
- Information on the transitway and potential transit network;
- Information on the goods movement priority features that were identified at PIC #1 and identification of the features being carried forward;
- Sections 1-9 assessment and evaluation of the short-listed route alternatives, as well as the Draft Technically Preferred Route;
- Assessment and evaluation of the interchange location alternatives;
- Roll plans depicting the Draft Technically Preferred Route by section, which were overlaid separately on aerial photography, agricultural land use, existing land use, future land use and natural environment data;
- Booklets (11x17 inch) depicting the Draft Technically Preferred Route and short-listed route alternatives by section overlaid on aerial photography, agricultural land use, existing land use, future land use and natural environment data;
- A detailed map of the preferred interchange locations; and
- A roll plan of the Draft 2019 Focused Analysis Area.

#### **Station 4: Advisory Groups**

This station presented information on the Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG). Stakeholders who had an interest in participating in these groups were encouraged to fill out CAG or GTAG application forms which were available at this station. The following material was presented:

- Overview of the CAG and GTAG;
- Information on design considerations in the Greenbelt; and
- Applications for the CAG and GTAG.

#### **Station 5: Community Value Plans**

Station 5 represented CVP Session #1 of the GTA West Study and presented information on the CVP process. The station included CVP comment sheets and featured an interactive area where stakeholders could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. Stakeholders who expressed an interest in participating in a CVP Team were encouraged to fill out an application form which was available at this station. The following material was presented:

- Overview of the CVP;
- Comment sheets for the CVP; and
- Application forms for the CVP Group.

#### **Station 6: Permission to Enter**

This station provided information on the Permission to Enter (PTE) process, including a fact sheet which was available to stakeholders. PTE coordinators were also available to answer stakeholder's questions. The following material was presented:

- Overview of the permission to enter process; and

- A PTE Fact Sheet, which included information on non-intrusive and physical field investigations.

**Reference Table:** A reference table was provided at each PIC #2 event for attendees to peruse. The reference table contained copies of the following documents:

- GTA West Corridor Environmental Assessment Terms of Reference (2007);
- Provincial Policy Statement – Ministry of Municipal Affairs (2014);
- Ontario Environmental Assessment Act (1990);
- Impact Assessment Act (2019);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Greenbelt Plan (2017);
- Metrolinx - The Big Move (2008);
- Metrolinx 2041 Regional Transportation Plan (2018);
- 2015-2020 Metrolinx Five Year Strategy (2014);
- Community Advisory Group Information Binder;
- Greenbelt Transportation Advisory Group Information Binder;
- Transportation Development Strategy Report (2012);
- GTA West Community Workshop Reports (2014 & 2015);
- GTA West Public Information Centre #1 Summary Report and Displays (2015);
- Draft Screening of the Long List of Route Alternatives (2015);
- Draft Evaluation of the Short List of Route Alternatives - Comparative Evaluation of Net Effects and Ranking (2019);
- Draft Built Heritage and Cultural Heritage Landscape Features in the Vicinity of the Short-Listed Route Alternatives (2015);
- Draft Overview of Environmental Conditions and Constraints Working Paper Update (2015);
- Stage 1 Archaeological Assessment Report (2014);
- Permission to Enter Fact Sheet (2019);
- Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (Final Draft: August 2013);
- Agricultural Operations Survey (2015);
- Draft Memo of the Identification of Potential Transitway Station Locations for the GTA West Corridor (2019);
- Draft Identification & Evaluation of Potential GTA West Transportation Corridor Interchange Locations Memo (2019);
- Draft Net Effects Tables (2019); and,
- Draft Arithmetic Tables (2019).

A representative from the Project Team with access to an online mapping tool was also available for attendees to search and review their property boundaries in relation to the boundaries of the Draft 2019 Focused Analysis Area.

## 3. Notification of Public Information Centre #2

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 PIC #2) was placed in the following English and French newspapers:

Newspapers	Publication Date
Turtle Island News	Wednesday September 4, 2019
Two Row Times	Wednesday September 4, 2019
Mississauga News	Thursday September 5, 2019
Caledon Citizen	Thursday September 5, 2019
Vaughan Citizen	Thursday September 5, 2019
King Township Sentinel	Thursday September 5, 2019
Georgetown Acton Independent Free Press	Thursday September 5, 2019
Milton Canadian Champion	Thursday September 5, 2019
Guelph Tribune	Thursday September 5, 2019
Erin Advocate	Thursday September 5, 2019
(Bolton) Caledon Enterprise	Thursday September 5, 2019
Brampton Guardian	Thursday September 5, 2019
Toronto L'Express (French)	Friday September 6, 2019
Toronto Star	Saturday September 7, 2019
Mississauga le Métropolitain (French)	Thursday September 12, 2019

### 3.2 Mailings

Approximately 3,557 stakeholders on the GTA West Study mailing list, including members of the public; staff from interest groups, municipalities, agencies, utility companies, and businesses; as well as 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 PIC #2 via regular addressed mail or email on September 3, 2019. Copies of the Ontario Government Notice and templates of the addressed letters are provided in **Appendix B**.

Members of Parliament and Members of Provincial Parliament were notified via regular addressed mail or email on August 23, 2019. Notification to Indigenous communities was provided on September 3, 2019. Copies of the templates of the addressed letters are provided in **Appendix B**.

### 3.3 Brochure Delivery

A total of 30,705 brochures containing the English and French Notice of PIC #2, were delivered via Canada Post's unaddressed admail service to all postal walks within the GTA West Route Planning Study Area during the weeks of August 26, 2019 and September 2, 2019. The postal walks included in the delivery are listed in **Table 2**.

**Table 2. Brochure Delivery Postal Walks:**

Delivery Routes		Canada Post Depots and FSA
• GD0001	• LB0001	Nobleton PO L0G 1N0
• LB0001	• RR0002	Kleinburg PO L0J 1C0
• RR0001		
• SS0104		Hornby PO L0P 1E0
• LB0001	• RR0202	Norval PO L0P 1K0
• RR0201		
• SS0100	• SS0130	Woodbridge – STN – Main L4L 1A0
• SS0119	• SS0131	
• SS0121	• SS0134	
• LC0114	• SS0473	Mississauga LCD 4 L5N 5M0
• SS0480	• SS0472	
• SS0329		Maple Delivery Centre L6A 4G0
• SS0839	• SS0841	Brampton (26 Hale Road) L6W 1B0
• SS0837	• SS0759	
• SS0155	• SS0117	Brampton (171 Van Kirk Drive) L6W 3M0
• SS0181	• LC0002	
• SS0116	• SS0153	
• SS0115	• SS0154	
• SS0154	• SS0117	
• SS0901	• SS0965	Caledon – STN – Main L7A 1A0
• SS0960	• SS0905	
• SS0964	• SS0909	
• SS0962	• SS0951	
• SS0963	• SS0954	
• SS0961	• SS0955	
• SS0908	• SS0959	
• SS0007	• SS0004	King City – STN – Main L7B 1A0
• SS0002		
• SS0111	• RR0102	Georgetown – LCD – Main L7G 3Z0
• RR0104		
• SS0102		Milton – STN – Main L9T 1P0

### 3.4 Website

The time, location and purpose of each PIC event were posted on the “Consultation - Public Information Centres and Community Workshops” page of the project website on August 28, 2019. The PIC display materials were officially made available for download on the project website on September 20, 2019, following the first night of PIC #2.

### 3.5 Twitter

Notification of PIC #2 was tweeted on the GTA West Twitter page on September 6, 2019 and September 10, 2019. The tweets referred followers to the project website for further details. The Project Team also tweeted from each PIC #2 event to remind followers of the events and to update followers on the level of participation and feedback being received.

## 4. Attendance and Input

A total of 979 members of the public chose to sign the visitor's register for the PIC #2 events. Additional members of the public attended, but declined to sign in.

The following known elected officials (or their staff representatives) attended PIC #2:

- Lorena Stellato (on behalf of MPP Honourable Michael Tibollo; Vaughan-Woodbridge);
- Gino Rosati; City of Vaughan; Regional Councillor;
- Ted Arnott; MPP, Wellington - Halton Hills;
- Rick Bonnette; Town of Halton Hills, Mayor;
- Ted Brown; Town of Halton Hills; Councillor, Ward 2;
- Bryan Lewis; Town of Halton Hills; Councillor, Ward 2;
- Moya Johnson; Town of Halton Hills; Councillor, Ward 3.
- Bob Inglis; Town of Halton Hills; Councillor, Ward 4;
- Jane Fogal; Town of Halton Hills; Regional Councillor, Wards 3&4;
- Mike Cluett; Town of Milton; Regional Councillor (Ward 3);
- Jennifer Innis; Town of Caledon/Region of Peel; Regional Councillor, Wards 3&4;
- Nick deBoer; Town of Caledon; Area Councillor, Wards 3&4;
- Ian Sinclair; Town of Caledon; Regional Councillor, Ward 1; and
- Johanna Downey; Town of Caledon; Regional Councillor, Ward 2.

Indigenous community members were not present during the PIC #2 preview session.

No representatives from the media identified themselves at the PIC #2 events.

In addition to verbal comments, the Project Team encouraged visitors to provide written suggestions, comments or concerns that they had regarding the information presented. General comment stations were set up around the venue to allow visitors to sit and fill out a comment sheet and/or advisory group application form. The Project Team requested comments be submitted through email, fax or mail by October 31, 2019. A breakdown of attendance, comments received, and CAG and GTAG application forms received is provided in **Table 3**.

**Table 3. Breakdown of Attendance, Comments Received, and Advisory Group Application Forms Received:**

DATE AND LOCATION	RECORDED ATTENDANCE	WRITTEN COMMENTS RECEIVED	CVP COMMENTS	APPLICATIONS		
				CAG	GTAG	CVP
September 19, 2019 (York Region)	324	25	5	12	5	16
September 26, 2019 (Halton Region)	278	13	4	4	0	8
October 3, 2019 (Peel Region)	377	46	5	6	1	8
<b>Total at the PICs</b>	<b>979</b>	<b>84</b>	<b>14</b>	<b>22</b>	<b>6</b>	<b>32</b>
<b>Total Comments/Applications received after PIC #2*</b>		<b>170*</b>	<b>0*</b>	<b>2*</b>	<b>2*</b>	<b>1*</b>
<b>Total</b>		<b>254</b>	<b>14</b>	<b>24</b>	<b>8</b>	<b>33</b>

\*Valid as of November 22, 2019

A full summary of the key verbal and written comments submitted to the Project Team regarding the material presented at PIC #2 is available in **Appendix C**. Comments generally included the following:

- Mixture of support and opposition for the Draft Technically Preferred Route;
- The transportation corridor is needed, expedite the EA process, start construction as soon as possible;
- Protect for extra land now so that future widening of the right-of-way is not required;
- Concerns about congestion on connecting roads (e.g. Mayfield Rd, Hwy 400, Hwy 401, Coleraine Dr, Weston Rd, etc.);
- The transportation corridor should go west to Guelph, east past Highway 400 and constructed closer to Highway 9 in the north;
- Concern about impacts to nearby property owners (noise, air quality, etc.) and inquiries about mitigation measures;
- Mixed feelings about impacts to agricultural and Greenbelt lands. Some stakeholders felt these features were given priority in the evaluation and appropriately influenced route selection (i.e. crossing of Credit and Humber Rivers), while others expressed concern about the ability of the remaining agricultural lands to support food production and Greenbelt lands to support ecosystem services;
- Support for the transitway, requests for the transitway to connect to other mass transit, requests to include an active transportation system along the transitway, and requests for the transitway to include both buses and trucks;
- Support for goods movement priority features, particularly truck only lanes;
- Support for the Draft 2019 Focused Analysis Area, with many stakeholders noting they appreciate that over 60% of the Route Planning Study Area is now in the area of reduced interest;
- Inquiries about land acquisition, permission to enter process, possibility of tolling, scope of separate electricity transmission study; and,
- Requests for digital mapping of Draft Technically Preferred Route to understand impacts and coordinate works.

As noted above, there was a mixture of support and opposition for the Draft Technically Preferred Route. However, a majority of the input was supportive. Comments on the Draft Technically Preferred Route by section are outlined below:

- Mixed feelings on Technically Preferred Route S1-2. Some say it provides adequate access to the designated future employment lands while others are concerned about congestion on Trafalgar Road;
- Mixed feelings on whether Technically Preferred Route S2-2 provides convenient access to Brampton and Georgetown. Some stakeholders noted that it is further east from Norval and avoids segregating the broader community, while others say it doesn't address the congestion issues in Norval (Bovaird Drive interchange with Technically Preferred Route S3-4 may exacerbate the problems);
- Technically Preferred Routed S4-1 minimizes impacts to the natural environment (including agriculture) and residential properties but impacts the Mayfield West Phase 2 development;
- Support for new extension of Highway 410 rather than using existing Highway 410 (minimizes impacts to the Valleywood Neighbourhood) in Section 5;
- Mixed feelings about proximity to Brampton-Caledon Airport. Concern regarding potential impacts to operations while others want the route moved closer to condense land uses;

- The interchange at Coleraine Drive in Section 6 conflicts with an approved development to the north;
- Extend Highway 427 to Highway 9 in Section 7; and
- Some felt that the emphasis on protecting Greenbelt lands and the Humber River in Sections 8 and 9 appropriately influenced route selection, while others felt that a more northerly route in Section 8 would minimize impacts to residences and future developments and a more southerly route in Section 9 would minimize impacts to the natural environment.

## 5. Post-Public Information Centre #2 Meetings

A series of meetings and delegations were held with a range of stakeholders and advisory groups following PIC #2, including the Community Advisory Group, Greenbelt Transportation Advisory Group, Regulatory Agency Advisory Group, Municipal Advisory Group, Municipal Executive Advisory Group, regional municipal Councils/Committees, lower tier municipal Councils/Committees (upon request). **Table 4** summarizes the meetings that took place following PIC #2.

**Table 4. Post-Public Information Centre #2 Meetings:**

Date	Event	Purpose of Meeting
October 9, 2019	Municipal Executive Advisory Group (MEAG) Meeting #2	<p>The purpose of the meeting was to discuss the following:</p> <ul style="list-style-type: none"> <li>• Overview of the study background and evaluation of the short-listed route alternatives;</li> <li>• The Draft Technically Preferred Route and Preferred Interchange Locations by section;</li> <li>• The reduced Draft 2019 Focused Analysis Area;</li> <li>• The transitway and goods movement priority features;</li> <li>• The consultation program being undertaken for Stage 2, including a summary of the feedback received at PIC #2 events;</li> <li>• The next steps in the study;</li> <li>• Coordination with municipal infrastructure projects; and</li> <li>• Managing future development needs.</li> </ul>
November 13, 2019	Combined Municipal Advisory Group (MAG) and Regulatory Agency Advisory Group (RAAG) Meeting #4	<p>The purpose of the meeting was to review and provide open discussion on:</p> <ul style="list-style-type: none"> <li>• The purpose, roles and responsibilities of the MAG/RAAG and previous meeting minutes;</li> <li>• A short history of the GTA West Study;</li> <li>• Updates on the project since study suspension in December 2015 and updates to the study schedule;</li> <li>• Debrief on the feedback received at PIC #2;</li> <li>• The evaluation of the short-listed route and interchange location alternatives;</li> <li>• The Draft Technically Preferred Route; and</li> <li>• The Draft 2019 Focused Analysis Area.</li> </ul> <p>The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following six questions (refer to <b>Appendix D</b> for the full meeting minutes):</p> <ol style="list-style-type: none"> <li>1. What has changed or is changing that should inform the design of the Preferred Route?</li> <li>2. What are the hot button topics that the Project Team will need to address? What else are you</li> </ol>

Date	Event	Purpose of Meeting
		<p>hearing from stakeholders?</p> <ol style="list-style-type: none"> <li>3. What perspective or insight do you want to share about the Coleraine Drive Interchange?</li> <li>4. What perspective or insight do you want to share about the GTA West/Highway 401/407 interchange?</li> <li>5. What perspective or insight do you want to share about the Highway 410 extension and interchange?</li> <li>6. How do we integrate new highway infrastructure with existing and planned infrastructure?</li> </ol>
November 14, 2019 (1 p.m. – 4 p.m.)	Greenbelt Transportation Advisory Group (GTAG) Meeting #3	<p>The purpose of the meeting was to review and provide open discussion on:</p> <ul style="list-style-type: none"> <li>• The purpose, roles and responsibilities of the GTAG and previous meeting minutes;</li> <li>• A short history of the GTA West Study;</li> <li>• Updates on the project since study suspension in December 2015 and updates to the study schedule;</li> <li>• Debrief on the feedback received at PIC #2;</li> <li>• The evaluation of the short-listed route and interchange location alternatives;</li> <li>• The Draft Technically Preferred Route;</li> <li>• The Draft 2019 Focused Analysis Area; and</li> <li>• The application of the <i>Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (2013)</i>, including key changes to the Greenbelt Act based on the Guideline and a summary of the Greenbelt Guideline Recommendations.</li> </ul> <p>The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following four questions (refer to <b>Appendix D</b> for the full meeting minutes):</p> <ol style="list-style-type: none"> <li>1. How, if at all, might the principles and approaches already identified in the 2013 Guideline be tweaked or refined to reflect changes to the Greenbelt Plan?</li> <li>2. On which principles would you place greatest emphasis as the study moves forward?</li> <li>3. What has changed or is changing that should inform the design of the Preferred Route?</li> <li>4. What are the hot button topics the Project Team will need to address? What are you hearing from stakeholders?</li> </ol>

Date	Event	Purpose of Meeting
November 14, 2019 (6 p.m. – 9 p.m.)	Community Advisory Group (CAG) Meeting #3	<p>The purpose of the meeting was to review and provide open discussion on:</p> <ul style="list-style-type: none"> <li>• The purpose, roles and responsibilities of the CAG and previous meeting minutes;</li> <li>• A short history of the GTA West Study;</li> <li>• Updates on the project since study suspension in December 2015 and updates to the study schedule;</li> <li>• Debrief on the feedback received at PIC #2;</li> <li>• The evaluation of the short-listed route and interchange location alternatives;</li> <li>• The Draft Technically Preferred Route; and</li> <li>• The Draft 2019 Focused Analysis Area.</li> </ul> <p>The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following three questions (refer to <b>Appendix D</b> for the full meeting minutes):</p> <ul style="list-style-type: none"> <li>• Regarding the evaluation outcomes, what was most surprising or concerning to you?</li> <li>• What has changed or is changing that should inform the design of the Preferred Route?</li> <li>• What are the hot button topics that the Project Team will need to address? What are you hearing from your community?</li> </ul>

The Project Team presented to the Councils/Committees of the following municipalities in 2019:

- Halton Region Council: October 16, 2019;
- Peel Region Council: October 24, 2019;
- Town of Halton Hills Planning, Public Works and Transportation Committee: October 29, 2019;
- Township of King Council: November 4, 2019;
- York Region Council: November 7, 2019;
- City of Vaughan Council: November 12, 2019; and
- Town of Caledon Council: November 19, 2019.

## 6. How Will the Information Collected at Public Information Centre #2 Be Used?

Meaningful consultation with stakeholders plays an important role in supporting the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts, as well as providing a medium to communicate the Project Team's findings to stakeholders.

Any key features identified by stakeholders at PIC #2 will be verified and incorporated into mapping that identifies existing conditions within the study area.

In general, while the Draft Technically Preferred Route represents the transportation corridor that the GTA West Project Team believes has the most merit to be carried forward to the preliminary design stage of the study, the Project Team will be reviewing all of the comments received regarding the information presented at PIC #2 and will consider revisiting sections of the Draft Technically Preferred Route, including interchange locations, if new information comes to light that would warrant such a change. It is anticipated that the Project Team's Preferred Route and 2020 Focused Analysis Area will be confirmed in (or modified by) Spring 2020. Following this, field investigations will be conducted in the areas covered by the Focused Analysis Area to support preliminary design of the Preferred Route.

The Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the groups prior to CAG Meeting #3 and GTAG Meeting #3 in November 2019. The Project Team will also review the CVP application forms received and will notify applicants about their membership. The Project Team will review the CVP comment sheets received and will determine the themes for the three CVP Teams based on grouped interest (geographical or topical). These themes will be the focus of the upcoming CVP sessions in Fall 2020 and Spring 2021.

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*

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## *Displays / Information Package*

## *English Display Boards*

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# Welcome to Public Information Centre #2

Please Sign In Here

Do you have a question or want to provide feedback?

- Members of the Project Team are available to answer your questions today
- Fill out a comment sheet today or send your comments by October 31, 2019



## Purpose of Public Information Centre #2

- Study background and process
- Existing conditions
- Evaluation of the short list of route and interchange location alternatives
- Technically Preferred Route
- 2019 Focused Analysis Area
- Introduction to the Community Value Plans



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





# GTA West – A Short History

- 2008:** Terms of Reference was approved March 2008
- 
- 2008 to 2012:** Stage 1 of the GTA West Study (Systems Planning) involved identifying transportation problems and opportunities, evaluating transportation system alternatives, and recommending a Transportation Development Strategy (TDS)
- 
- 2014 to 2015:** Stage 2 of the GTA West Study (Route Planning and Preliminary Design of a multimodal transportation corridor component of the TDS) involved identifying features and constraints, and developing and evaluating route and interchange alternatives
- 
- December 2015:** The GTA West Study was suspended
- Prior to the study suspension, the GTA West Project Team had identified a Technically Preferred Route, but had not yet presented the route to the public
- 
- Spring 2016:** An independent Advisory Panel was asked to assess the GTA West Study in light of changes in government policies since 2008 and new transportation technologies
- 
- February 2018:** Advisory Panel report was released  
The former government announced that the province would not proceed with the GTA West Study
- 
- February 2018:** MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated a study called the Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor
- 
- November 2018:** The government's 2018 Fall Economic Statement noted that Ontario is doing the work necessary to resume the Environmental Assessment for the GTA West multimodal transportation corridor
- 
- June 2019:** On June 19, 2019, the government announced that the Environmental Assessment (EA) for the GTA West Corridor will be resumed from its point of suspension in 2015
- The GTA West Study will protect lands for a future multimodal transportation corridor
  - With the resumption of the GTA West EA, the Northwest GTA Corridor Identification Study will not be proceeding
  - The Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator have initiated a new separate study to identify an adjacent electricity transmission corridor



# Planning with Vision, Planning for People

- The Greater Golden Horseshoe (GGH) is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041
- Protecting a multimodal transportation corridor supports growing communities – it is good practice to do long-range planning for areas under development pressure
- More broadly, the ministry is working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH (to 2051), and an integrated future multimodal transportation network for people and goods movement.

**The Project Team remains focused on delivering on commitments and providing recommendations that are strategically sound, evidence-based and that reflect the complexity of the initiative**



## What Has Been Done To Resume The Study?

- To select the Technically Preferred Route in 2015, lead environmental and transportation specialists had completed a comprehensive evaluation of each short list route alternative
- Following the recent resumption of the GTA West Study, the evaluation was updated including a review of more recent policies and plans, including, but not limited to:
  - The Growth Plan for the Greater Golden Horseshoe (2019)
  - Greenbelt Plan (2017)
  - Source Protection Plans for Credit Valley, Halton and Toronto and Region Conservation Authority Areas (2017)
  - Municipal Official Plans and Transportation Master Plan updates
  - Municipal Secondary Plans including existing and proposed developments
  - General changes in land use and existing conditions since 2015
  - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) and MTO Supplement for the TAC Geometric Design Guide for Canadian Roads (2017)
  - Updates to secondary source natural environment data, as applicable and publicly available
- Following Public Information Centre #2, the Preferred Route will be reviewed and confirmed based on feedback and the continued collection of relevant data

The Technically Preferred Route identified in 2015 remains the same following the 2019 evaluation review



# 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 existing highways
- A new transportation corridor

Stage 1 identified that even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified by Metrolinx, 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

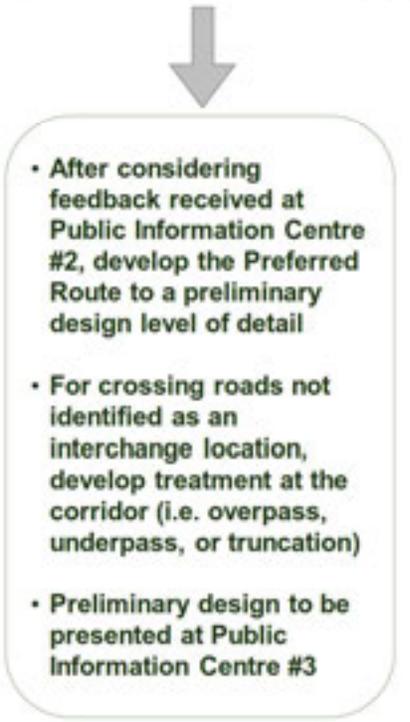




# GTA West

Planning with Vision | Planning for People

## Stage 2 Overall Process





# Need for Transportation Improvements

- The 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan) forecasted the area population to grow to **11.5 million** by 2031
  - This will result in approximately 1.5 million additional trips (cars and trucks) per day in the GTA West study area by the year 2031
  - Without changes, by 2031 the average commute times are expected to increase by 27 minutes a day
- The updated 2019 Growth Plan forecasted the area to grow to **13.5 million people and 6.3 million jobs** by 2041



Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure

Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the Greater Toronto Area

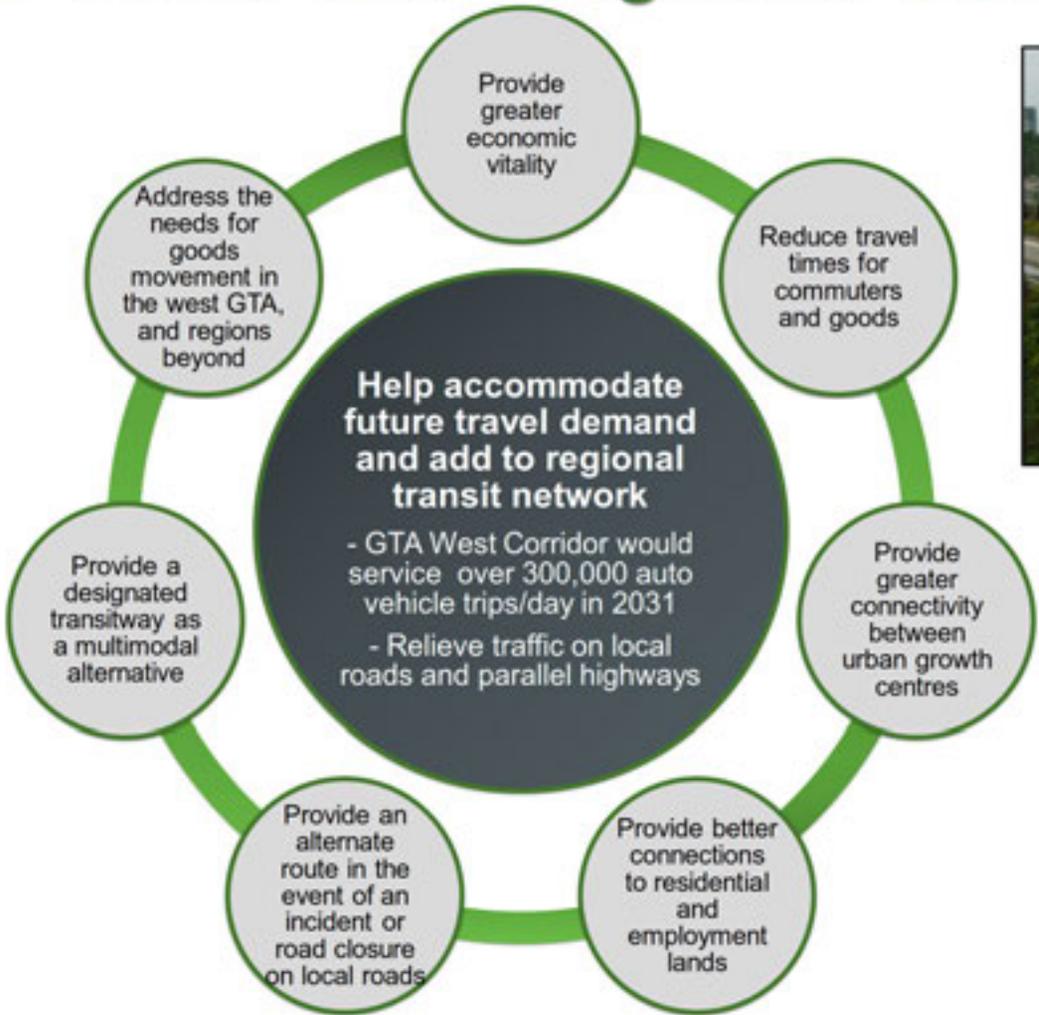
The GTA West multimodal transportation corridor is one part of the overall solution to support future growth



Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure

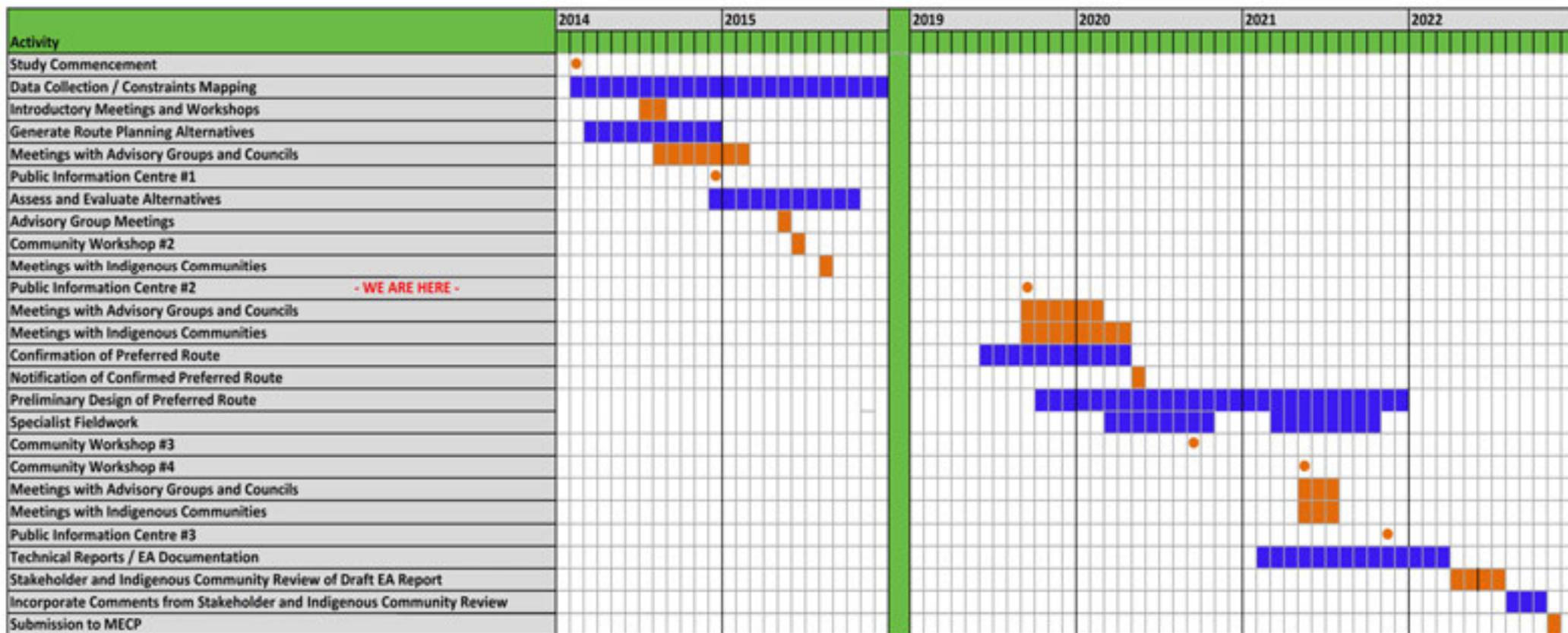


# Benefits To Local and Regional Communities





# Stage 2 Study Schedule

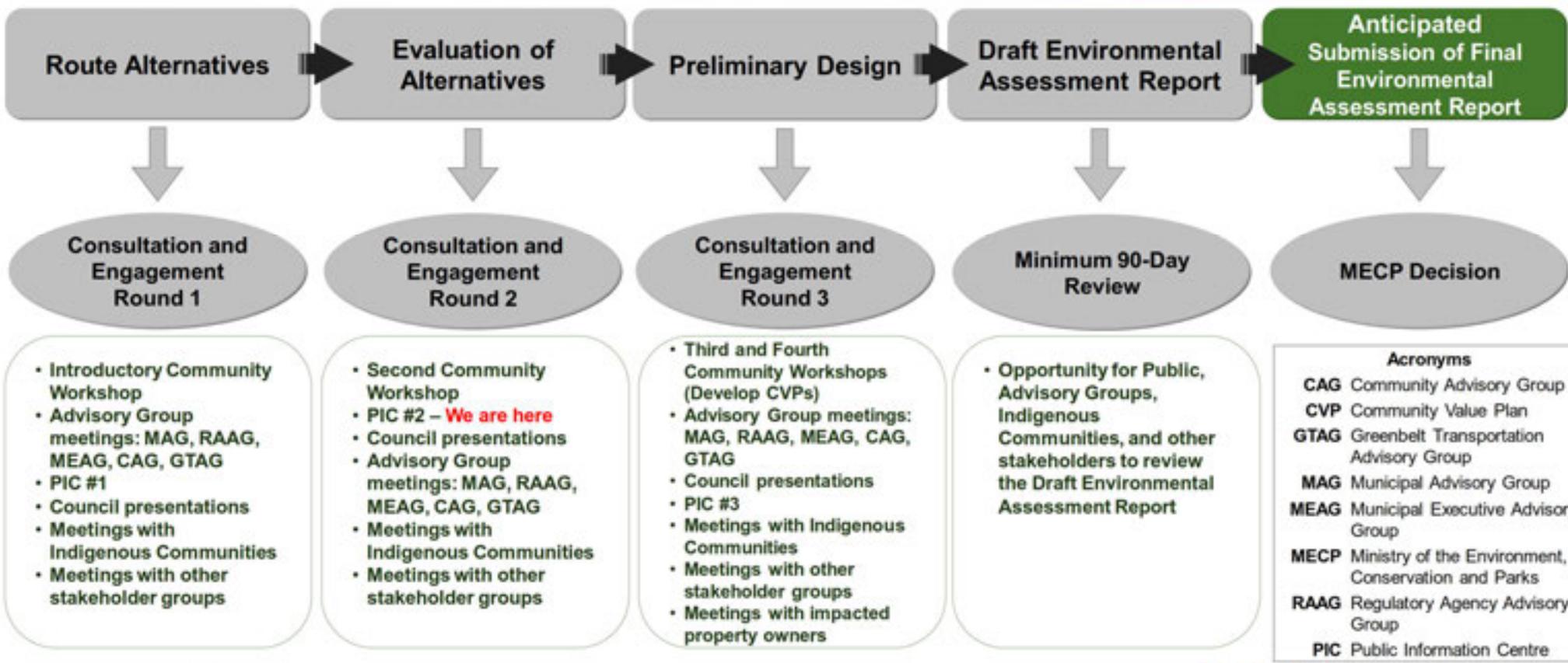


Study suspension: late 2015 to mid 2019

\*Schedule is subject to change



# Consultation and Engagement Program

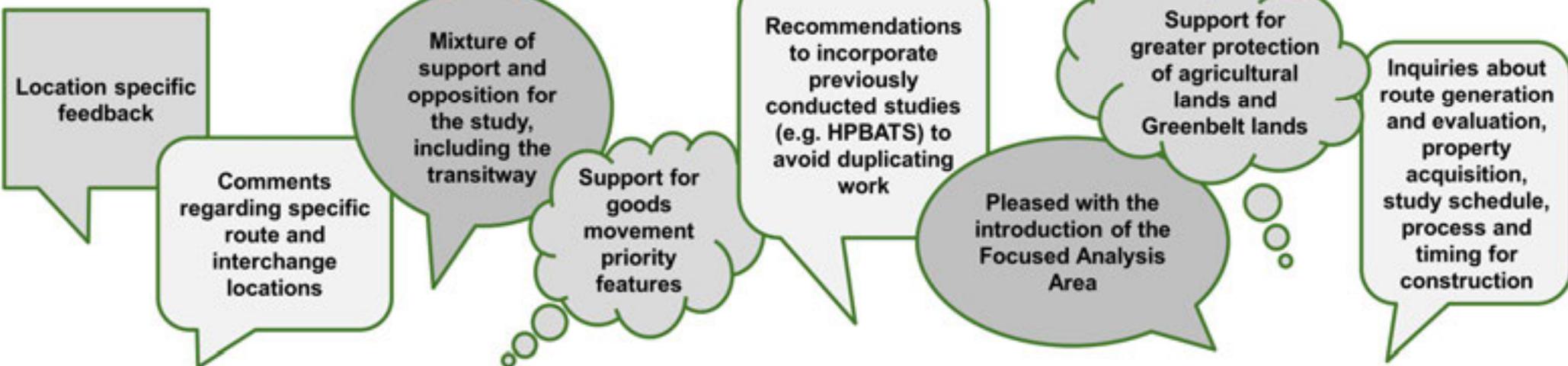




# Public Information Centre (PIC) #1

- PIC #1 was held in Halton, York, and Peel Regions in November/December 2014
- PIC #1 presented an overview of the study background, process, existing conditions, route and interchange alternatives and the Focused Analysis Area for the short list of alternatives
- Over 750 people attended and approximately 200 written comments were received

## What we heard at PIC #1:



## Incorporating PIC #1 Comments into the Study:

- Features identified by stakeholders have been verified and incorporated into existing conditions mapping
- Suggestions for new routes and refinements have been assessed and those with merit were carried forward



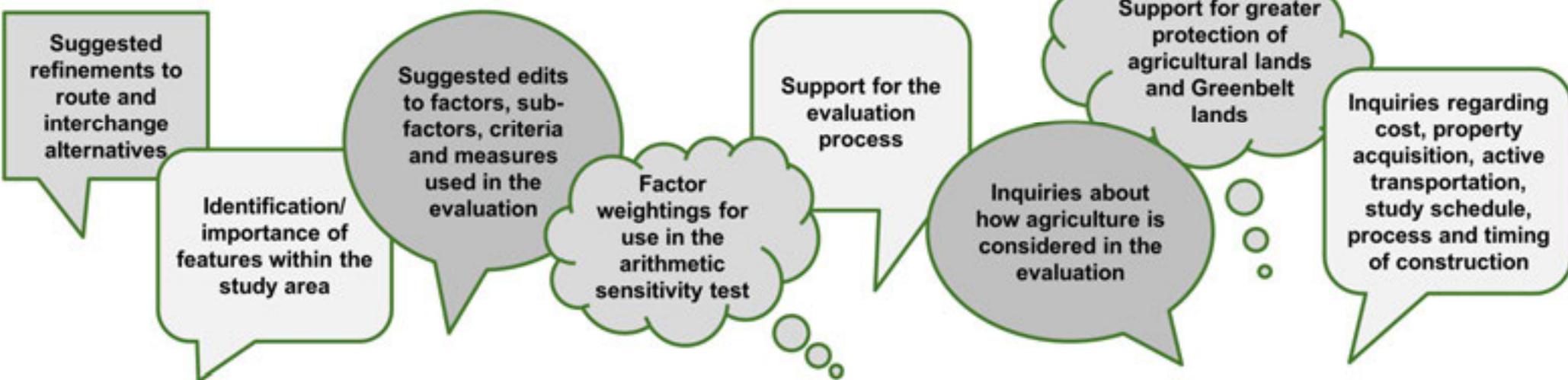
Visit the Reference Table to view the PIC 1 Summary Report



## Community Workshop #2

- Community Workshop #2 was held in Halton, York and Peel Regions in June 2015
- Community Workshop #2 sought input on the evaluation of short listed routes / interchange alternatives and issues in the study area
- Over 600 people attended and over 130 written comments were received

### What we heard at Community Workshop #2:



### Incorporating Community Workshop #2 Comments into the Study:

- Feedback was used to help identify what factors were important to the community
- Factor weightings were used for the "public weighting scenario" in the arithmetic sensitivity test
- Feedback regarding trade-offs in the study area was considered in the reasoned argument method



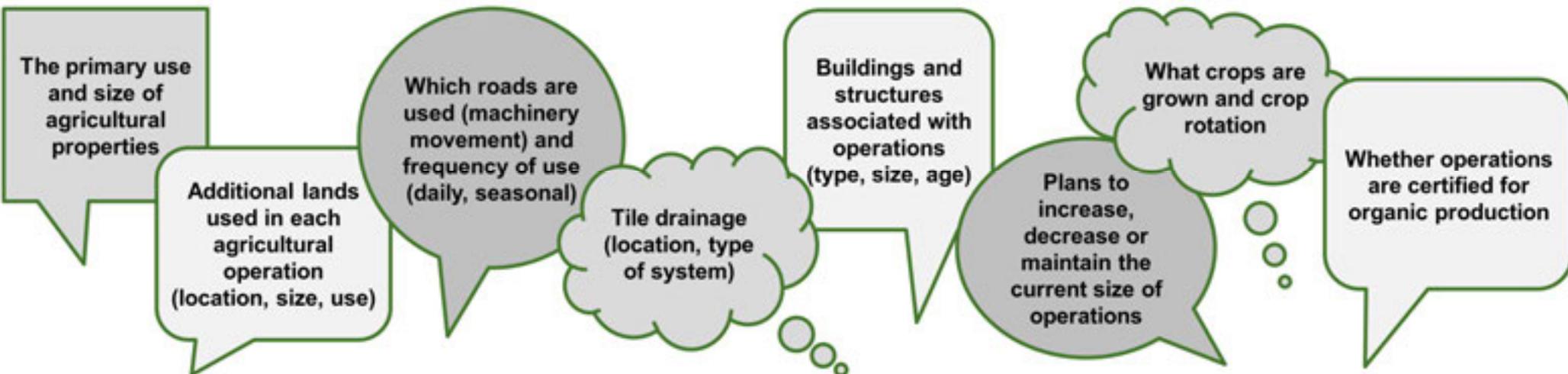
Visit the Reference Table to review the Community Workshop #2 Summary Report



## Agricultural Operations Survey

- In 2015, the Project Team used a survey to obtain more detailed information about agricultural operations in the study area

### The Agricultural Operations Survey sought information regarding:



### Incorporating the Agricultural Operations Surveys into the Study:

- Survey results were used to increase understanding of potential impacts to agricultural lands, practices and operational linkages and to help identify key factors in the evaluation of route and interchange location alternatives
- Survey information was compiled into the evaluation tables such that individuals or other entities could not reasonably be identified



Visit the Reference Table to review the questions in the Agricultural Operations Survey



## Next Steps

<b>Fall 2019</b>	<ul style="list-style-type: none"> <li>• Project Team to review and respond to comments received at Public Information Centre #2:             <ul style="list-style-type: none"> <li>◦ Please submit your comments by <b>October 31, 2019</b></li> </ul> </li> <li>• Apply to be a member of the Community Value Plan Group.             <ul style="list-style-type: none"> <li>◦ <b>Application Deadline: October 31, 2019</b></li> </ul> </li> <li>• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils</li> </ul>
<b>Spring 2020</b>	<ul style="list-style-type: none"> <li>• Confirm the Preferred Route and Focused Analysis Area</li> <li>• Commence preliminary design of the Preferred Route, which includes:             <ul style="list-style-type: none"> <li>◦ <b>Additional field investigations where permission to enter is granted</b></li> <li>◦ <b>Consultation with property owners directly impacted by the Preferred Route</b></li> </ul> </li> </ul>
<b>Fall 2020 / Spring 2021</b>	<ul style="list-style-type: none"> <li>• Develop Community Value Plans (the focus of Community Workshops #3 and #4)</li> </ul>
<b>Spring / Summer 2021</b>	<ul style="list-style-type: none"> <li>• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils</li> </ul>
<b>Fall / Winter 2021</b>	<ul style="list-style-type: none"> <li>• Present the preliminary design of the Preferred Route at Public Information Centre #3</li> </ul>
<b>Ongoing</b>	<ul style="list-style-type: none"> <li>• Consultation with stakeholders through:             <ul style="list-style-type: none"> <li>◦ <b>Project website (<a href="http://www.gta-west.com">www.gta-west.com</a>)</b></li> <li>◦ <b>Toll-free telephone line (1-877-522-6916)</b></li> <li>◦ <b>Project Twitter page</b></li> <li>◦ <b>Project Team e-mail (<a href="mailto:project_team@gta-west.com">project_team@gta-west.com</a>)</b></li> </ul> </li> </ul>

\*Schedule is subject to change



## Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information

# Indigenous Communities

The GTA West Project Team is engaging the following Indigenous Communities and Councils:

- **Mississaugas of the Credit First Nation**
- **Alderville First Nation**
- **Curve Lake First Nation**
- **Hiawatha First Nation**
- **Kawartha Nishnawbe 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**
- **Haudenosaunee Confederacy Chiefs Council**
- **Huron-Wendat Nation**
- **Métis Nation of Ontario**



**C74 West**

**LEGEND**

**Base Features**

- Town or Community
- Base Planning Study Area
- Watercourse
- Municipal Boundary
- Section Lines

**Existing Land Use**

- Commercial - Industrial/Residential
- Community
- Place of Worship
- Community Identified Feature
- Transportation Area

**Roads**

- Major
- Collector
- Local
- Major Highway (401/404)
- Major Road
- Local Road
- Railway

**Route Identification**

- Transportation Planning Road
- Street Use of Route Identification

**Multi-Stage Features**

- Street Corridor
- Transportation Study Corridor

**Multi-Stage Resources and Cultural Heritage Properties of Interest**

- Provincial Heritage Resources and Cultural Heritage Properties of Interest
- Provincial Heritage Resources and Cultural Heritage Properties of Interest (Designated Sites)

Please refer to corresponding tables for Community Identifying Features and Transportation Data.

Level One  
Existing Conditions  
**DRAFT**



C74 West

LAND USE

Base Features

- Base of Community
- Major Planning Study Area
- Watercourse
- Municipal Boundary
- Transit Corridor

Base

- Transit
- Major Highway (401/404/407)
- Major Road
- Local Road
- Transit
- Potential Municipal Incorporation

Base Attributes

- Suburban Potential Area
- Potential of Base Attributes

Revised Land Use Designation

- Residential
- Regional Employment Area
- Employment - Professional
- Employment - General
- Office
- Community Office
- Employment - Professional Area
- Employment - General Area
- Employment - Professional Area
- Employment - General Area
- Office Area

\* Land use within Study Area updated to November 2016

General Future Land Use

**DRAFT**

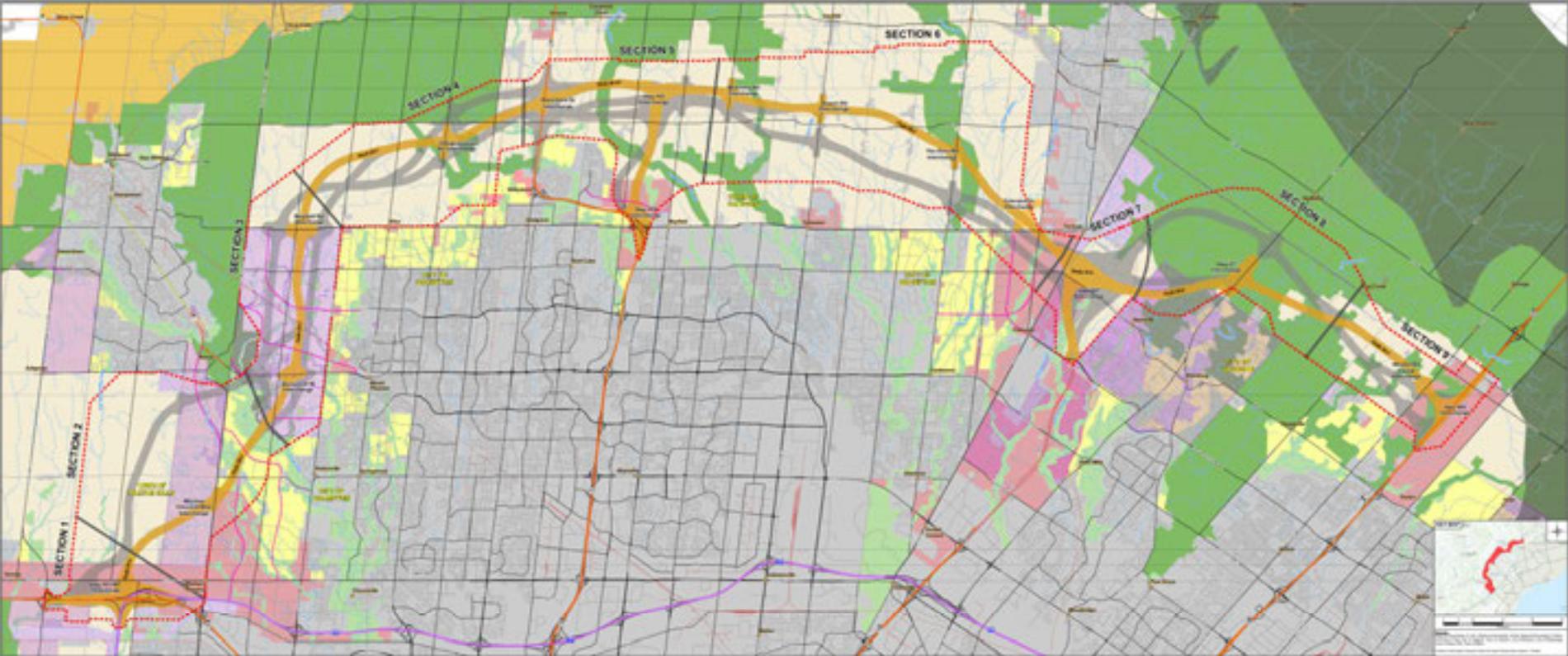
November 2016



City of Ottawa

WSP

AECOM



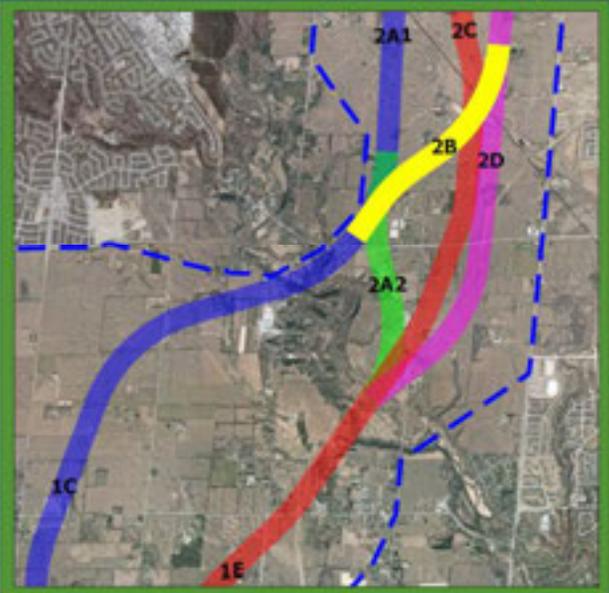
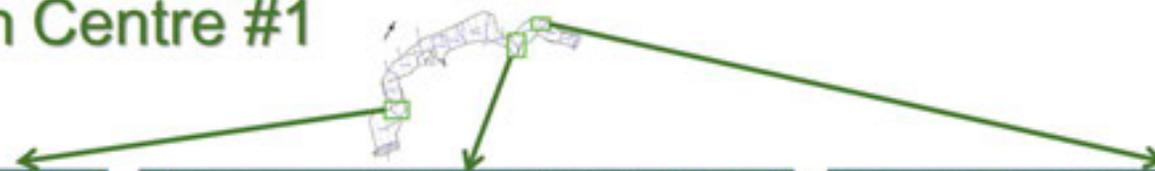




# GTA West

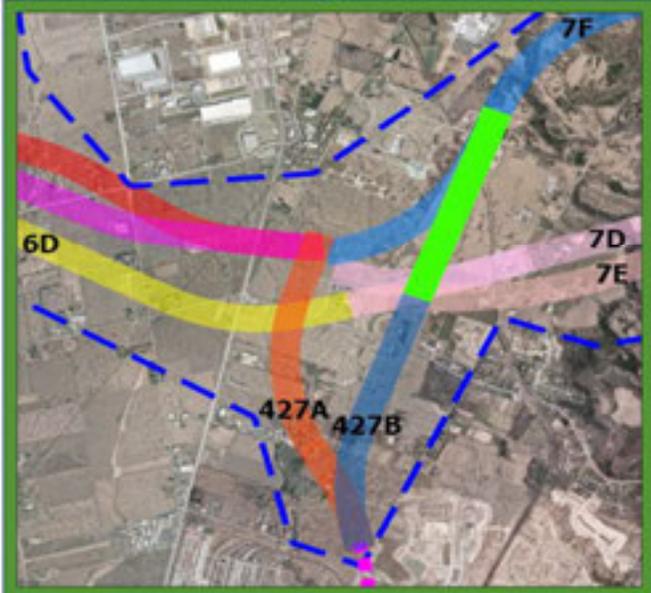
Planning with Vision / Planning for People

## Refinements to the Short List of Route Alternatives After Public Information Centre #1



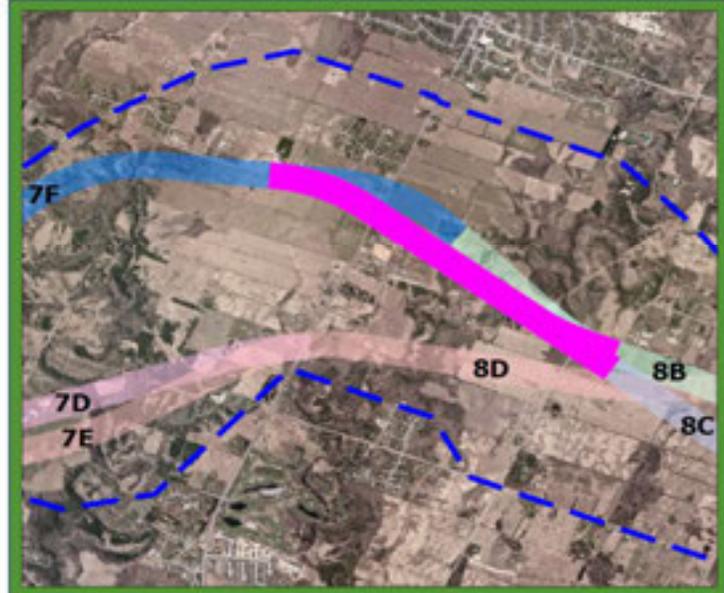
Alternative 2B was reintroduced to the short list:

- Facilitates a connection between route alternatives



A refinement to Alternative 427B was made:

- Facilitates a connection between route alternatives

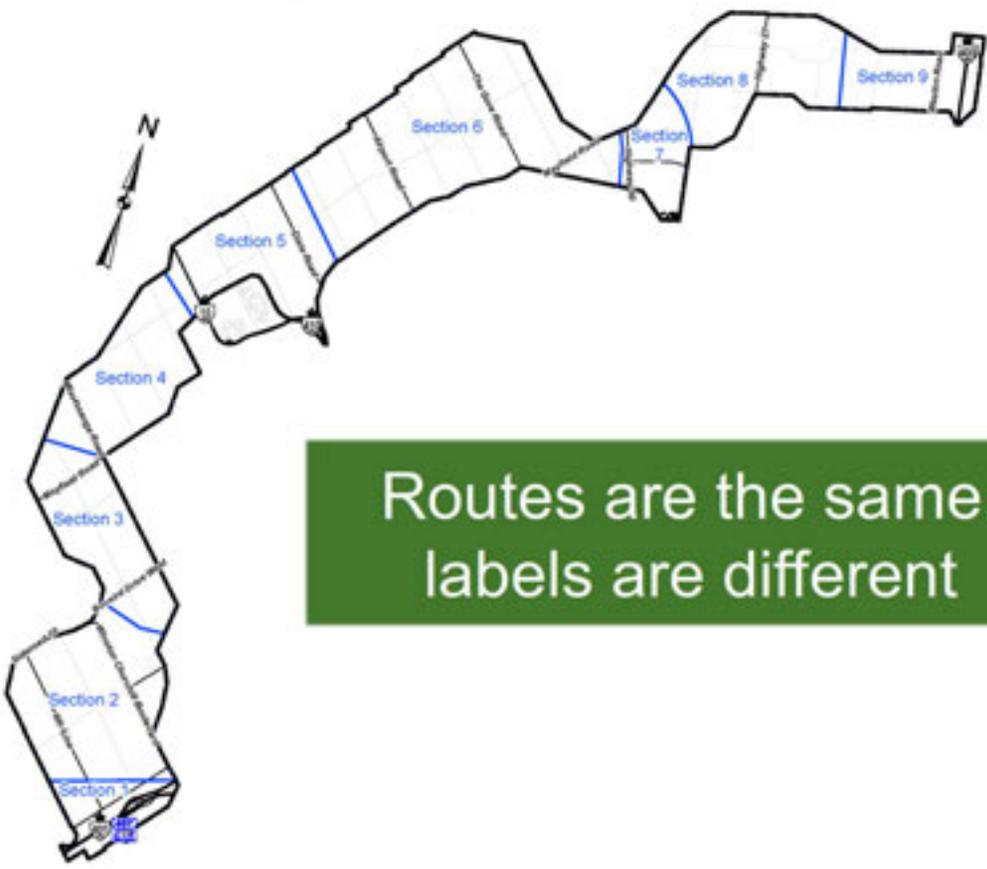


A refinement to Alternative 7F was made:

- Minimizes impacts and improves access to community north of King-Vaughan Road at Highway 27



# Updated Section Limits and Route Labels



Routes are the same,  
labels are different

- In 2015 following Public Information Centre #1, the Project Team revised the previous section limits in order to evaluate the short listed route and interchange location alternatives
  - The new section limits better group interchanges, land uses and key features within the study area
  - This exercise did not change the location of the route alternatives
  - Route alternatives were given new labels to match up with the updated section limits



# Route Evaluation Process



- Identify existing features and constraints
- Secondary source reviews
- Field Investigations where permission to enter was granted
- Agricultural Operations Survey

- Determined based on:
- Stakeholder input
  - Secondary source information
  - Results from field investigations for properties where permission to enter was granted
  - Professional expertise

- Primary Method:**  
**Reasoned Argument Method**
- Qualitatively (with words) compares advantages and disadvantages of the alternatives
- Secondary Tool:**  
**Arithmetic Method**
- Quantitatively (with numbers) compares advantages and disadvantages of the alternatives
  - Rural and urban sensitivity tests were carried out using a range of inputs provided by the project team and stakeholders
  - Review any differences between evaluation methodologies
  - 2019 update of evaluation

- We Are Here**
- Consider feedback from the public, municipalities, regulatory agencies, Indigenous communities, and other stakeholder groups

- Confirm Preferred Route and Focused Analysis Area (FAA) with stakeholders and Indigenous communities on the project contact list



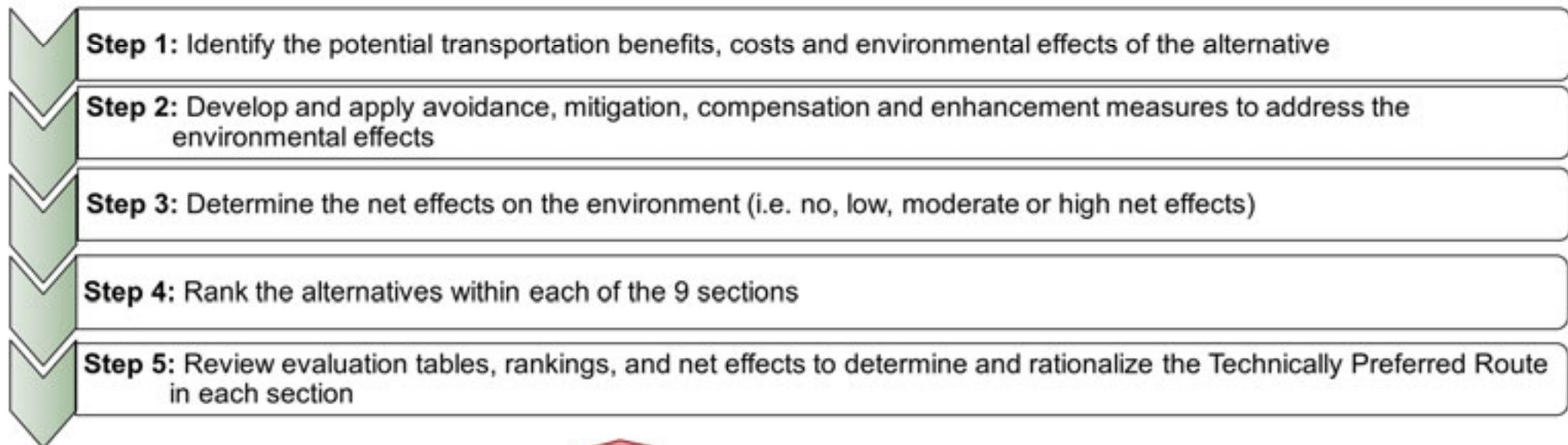
Visit the Evaluation Reference Table for more information on the evaluation process



# Reasoned Argument Method

- The **Reasoned Argument Method** was the primary method used to select the Technically Preferred Route
- In 2015 and 2019, the Project Team-completed an assessment of each short list route and interchange alternative per the *Evaluation Factors and Criteria for Alternative Methods* from the Terms of Reference using a “net effects analysis” approach

A net effects analysis takes into account potential impacts and mitigation to determine the net positive or negative effects of an alternative





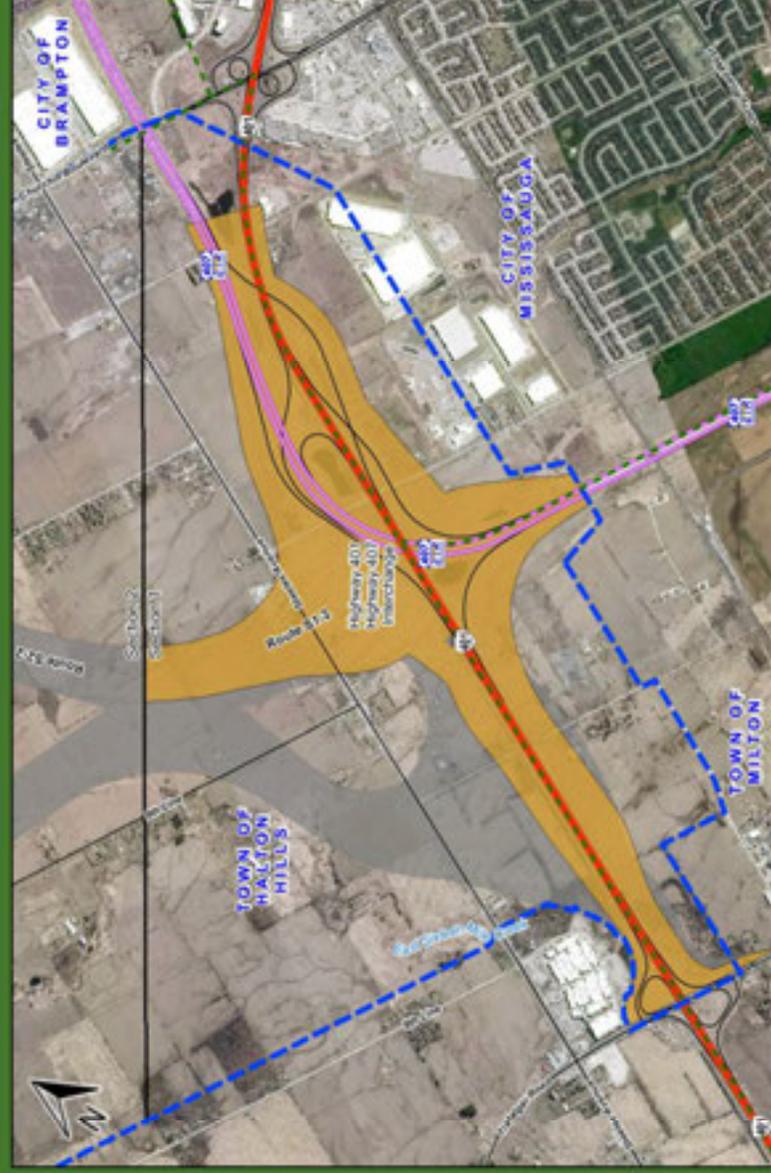
# Arithmetic Method Sensitivity Testing

- The **Arithmetic Method** was a **secondary tool** used to confirm and examine the results of the Reasoned Argument Method
- Weights for the **Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation factors** were provided by the following groups, for both urban and rural sections:
  - Project Team
  - Public
  - Community Advisory Group
  - Municipal and Regulatory Agency Advisory Groups
- Sensitivity scenarios for each factor were analyzed one at a time, where each factor was rated very high (50%) or very low (10%)

The Arithmetic sensitivity testing generally confirmed the preferred route in each section of the evaluation. When it did not confirm the preferred route, the Project Team reviewed and rationalized the differences between the evaluation methodologies



## Section 1 Preferred Alternative: S1-2



### Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Aerial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

### Alternative S1-2 is preferred from a Natural Environment, Land Use, Socio-Economic Environment and Transportation perspective:

- Significantly smaller footprint resulting in less impacts to the natural environment and other surrounding land uses (particularly designated future employment and existing residential lands)
- Further from East Sixteen Mile Creek and the existing rural residences on 9<sup>th</sup> Line
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less runoff from impervious surfaces)
- Provides access between GTA West and Trafalgar Road, providing good access to the designated future employment lands, which is precluded with Alternative S1-1
- Supports the efficient movement of people and goods, and network connectivity
- Higher construction cost of Alternative S1-2 is offset by the anticipated increase in property cost associated with acquiring designated future employment area lands in Alternative S1-1 (anticipated to be a premium cost per acre)



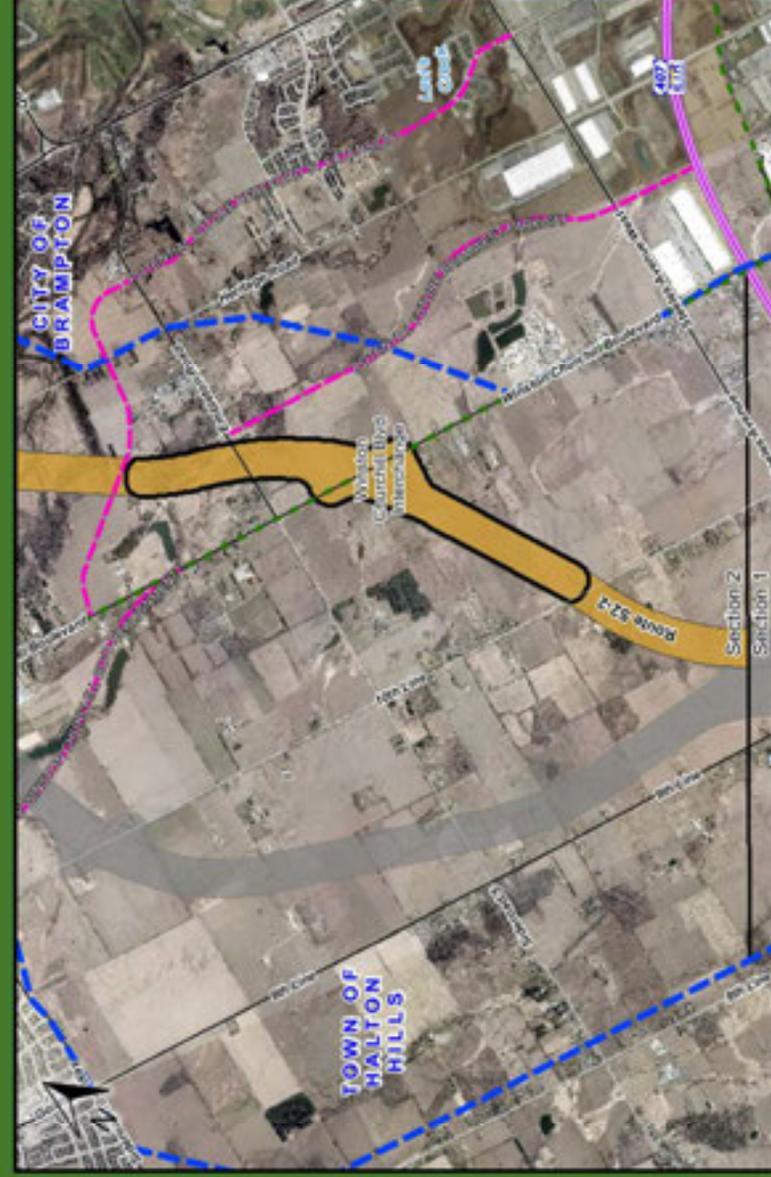
Visit the Reference Table to review the detailed Evaluation Tables

## Section 1 Assessment and Evaluation



Alternative	Assessment
<p><b>S1-1</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>High impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas</li> <li>In terms of air quality, the nearest residences are setback from the corridor.</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Larger footprint results in more land use impacts, particularly to agricultural lands, employment lands and residential lands</li> <li>Impacts existing businesses, but there is an opportunity to avoid some impacts through design refinements</li> <li>No recreational area impacts</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>No distinct difference between alternatives</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Does not provide access to future employment lands via Trafalgar Road</li> <li>Lower construction cost</li> </ul>
<p><b>S1-2</b></p>  <p style="text-align: center;"><b>Preferred Alternative</b></p>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Low to moderate impacts to the natural environment</li> <li>In terms of air quality, the nearest residences are setback from the corridor and the shorter route reduces regional emissions</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Smaller footprint results in less impacts to employment lands, residential lands, and agricultural lands</li> <li>Impacts existing businesses and their associated buildings. Opportunity to avoid a recreational area impact through design refinements</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>No distinct difference between alternatives</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Provides access to Trafalgar Road and good exposure to future employment lands</li> <li>Construction costs are higher but there are less property requirements</li> </ul>

## Section 2 Preferred Alternative: S2-2



### Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

Preferred Alternative S2-2 was slightly realigned to fit better with the local road network

### Alternative S2-2 is preferred from a Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation perspective:

- Provides the best crossing of the Credit River – the crossing is easier to build (straighter), has a shorter span, and is less expensive
- Lower impacts to fish and fish habitat, including aquatic Species At Risk and salmonid spawning/rearing habitat. Crosses fewer permanent watercourses and has fewer watershed impacts
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less impervious areas, and less runoff)
- Impacts less agricultural lands and livestock / high investment operations
- Further east from the Village of Norval and avoids segregating that broader community
- Provides convenient and improved access to Brampton and Georgetown, does not preclude a future Norval Bypass or connection to the proposed BramWest Parkway, aligns more closely with municipal transportation strategies for Halton Hills and Brampton, and better supports proposed employment lands
- Most constructible and has the lowest construction cost and best traffic operations

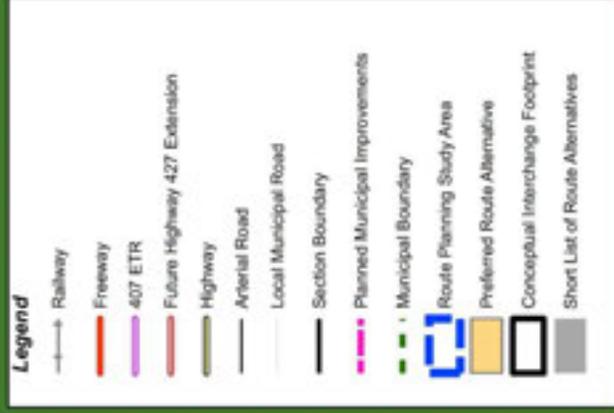
## Section 2 Assessment and Evaluation



Alternative	Assessment
<p><b>S2-1</b></p>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• High impacts to fish and fish habitat, particularly to Redside Dace habitat (Species at Risk) and salmonid spawning/rearing habitat</li> <li>• Moderate impacts to wildlife and wildlife habitat, wetlands, vegetation</li> <li>• Less impacts to wells but greater impacts to surface water</li> <li>• Similar impacts in terms of air quality</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Impacts the fewest residences and commercial / industrial properties</li> <li>• Results in high impacts to agriculture, including a greater loss of Class 1-3 lands, cropland, livestock operations, agricultural buildings and high investment operations</li> <li>• Results in moderate impacts to contaminated properties</li> <li>• Does not provide access to employment lands</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• Impacts more built heritage resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Has the highest construction costs</li> <li>• Credit River crossing is complex to construct, with steep slopes and a wider valley crossing than S2-2</li> </ul>
<p><b>S2-2</b></p> <p style="text-align: center;"><b>Preferred Alternative</b></p>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Low to moderate impacts to fish and fish habitat, including no impacts to salmonid spawning/rearing habitat</li> <li>• Higher impacts to wildlife and wildlife habitat, and woodlands and vegetation, with lower impacts to designated areas</li> <li>• Greater impacts to wells, but fewer surface water impacts</li> <li>• Similar impacts in terms of air quality, but shorter route reduces regional emissions</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Impacts the most residences and commercial / industrial properties</li> <li>• Impacts less Class 1-3 lands and cropland, and the fewest livestock operations, agricultural buildings and high investment operations</li> <li>• Provides access to employment lands</li> <li>• Higher impacts to contaminated properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• Impacts less built heritage resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Provides connection to Brampton and Georgetown with the realignment of Winston Churchill Boulevard (municipal initiative), is more consistent with the north-south HPBATS connection and better supports proposed employment lands</li> <li>• Winston Churchill interchange provides improved access to urban growth areas</li> <li>• Costs less and is easier to construct</li> </ul>



## Section 3 Preferred Alternative: S3-4



### Alternative S3-4 is preferred from a Transportation perspective:

- Preferred from a terrestrial environment perspective – minimizes wildlife habitat, wetland, and woodland community removal
- Avoids impacts to designated natural areas, including Greenbelt lands
- Connects well to the preferred crossing of the Credit River in Section 2
- Minimizes significant impacts to existing institutional facilities.
- Opportunities to avoid/minimize impacts to proposed Catholic Cemetery may be possible through design refinements
- Generally aligns with future land uses
- Considered the most constructible
- Provides the best opportunity for an interchange at Bovaird Drive
- Supports traffic safety and operations



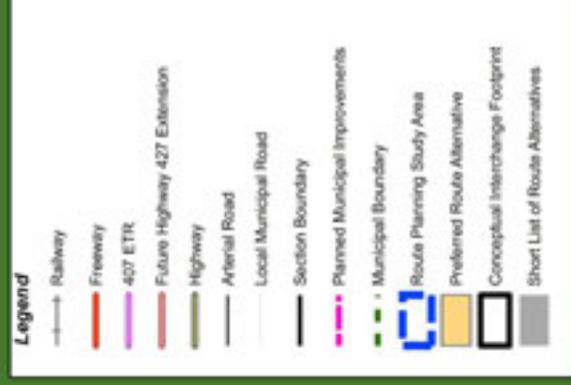
Visit the Reference Table to review the detailed Evaluation Tables

## Section 3 Assessment and Evaluation

Alternative	Assessment
<p><b>S3-1</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Lowest impacts to fish and fish habitat</li> <li>Low to moderate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Low impacts to the Brampton Wilderness Centre but significant impacts to Saint Nirankari Mission</li> <li>Least preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildings</li> <li>Impacts the least number of residences and commercial / industrial properties but high impacts to contaminated properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Low to high impact to built heritage and archaeological resources, no impact to cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Challenges integrating and constructing the proposed interchanges at Bovaird Drive and Mayfield Road</li> <li>Does not connect with the preferred Credit River crossing in Section 2</li> </ul>
<p><b>S3-2</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk)</li> <li>Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Low impacts to the Brampton Wilderness Centre but significant impacts to the Assembly Hall of Jehovah's Witnesses, Saint Nirankari Mission and the proposed Catholic cemetery. Design refinements would not eliminate impact to proposed Catholic cemetery</li> <li>High impacts to contaminated properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Low to high impacts to built heritage and archaeological resources, no impact to cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Challenges integrating and constructing the proposed interchange at Bovaird Drive</li> <li>Does not connect with the preferred Credit River crossing in Section 2</li> </ul>
<p><b>S3-3</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Low impacts to fish and fish habitat</li> <li>Moderate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Significant impacts to the Brampton Wilderness Centre and moderate impacts to the Assembly Hall of Jehovah's Witnesses</li> <li>Least preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildings</li> <li>Impacts the least number of residences with moderate impacts to contaminated properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>High impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Challenges integrating and constructing the proposed interchange at Bovaird Drive</li> </ul>
<p><b>S3-4</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to fish and fish habitat, as features contribute to Redside Dace habitat (Species at Risk) downstream</li> <li>Lowest impacts overall to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>No impacts to the Brampton Wilderness Centre property, and minor edge impacts to St. Elias Catholic Church</li> <li>Impacts a proposed Catholic Cemetery. Opportunities to avoid/minimize impacts may be possible through design refinements</li> <li>Moderate impacts to agriculture</li> <li>Impacts the most residences but the lowest overall hectares of land</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>High system performance during peak periods. More costly but considered the most constructible</li> </ul>
<p><b>S3-5</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk)</li> <li>Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>No impacts to the Brampton Wilderness Centre. Impacts the smallest portion of the proposed Catholic Cemetery, however design refinements would not eliminate this impact</li> <li>Most preferred from an agricultural perspective. Avoids speciality crop lands, livestock operations and high investment operations</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Low to moderate impact to built heritage and archaeological resources, no impact to cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>High system performance during peak periods.</li> <li>More costly and results in significant constructibility challenges and costs related to impacts to the TransCanada pipeline</li> </ul>



## Section 4 Preferred Alternative: S4-1



**Alternative S4-1** is preferred from a Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation perspective:

- Minimizes impacts to watersheds and sub-watersheds, wetlands, woodlands and designated areas (e.g. Greenbelt)
- Has the fewest residential impacts, in terms of both direct impacts and secondary noise impacts
- Most preferred from an agricultural perspective as it has the lowest overall impacts. This is significant given the rural context of Section 4
- Connects well with the preferred Section 3 alternative
- Has similar cost, traffic operations and level of constructability as the other well ranked alternatives



Visit the Reference Table to review  
the detailed Evaluation Tables



## Section 4 Assessment and Evaluation

Alternative	Assessment
<p><b>S4-1</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Low to moderate impacts to fish and fish habitat, wildlife and wildlife habitat, wetlands, woodlands and vegetation, designated areas (e.g. Greenbelt), and watersheds</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Most preferred from an agricultural perspective as it impacts the fewest high-investment farming operations (impacts land only)</li> <li>• Fewest residential impacts, in terms of both direct impacts and secondary noise impacts</li> <li>• Least impacts to contaminated properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• Moderate impacts to built heritage resources and cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• S4-1 is tied with S4-3 and S4-4 as most preferred from a transportation perspective in all criteria</li> </ul>
<p><b>S4-2</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Low to moderate impacts to fish and fish habitat, watersheds, and wildlife habitat and woodlands but results in high impacts to wetlands and designated areas</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Least preferred from an agricultural perspective as it impacts the largest area of Class 1-3 soils, livestock operations and high-investment farming operations</li> <li>• Similar to S4-1 in terms of residential impacts but least preferred from a noise perspective</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• High impacts to built heritage resources, cultural heritage landscapes and cemeteries</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Least preferred from a transportation perspective due to less desirable geometry for road realignments and highest construction cost</li> </ul>
<p><b>S4-3</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Least preferred from a fisheries perspective and moderate impacts to wetlands and designated areas</li> <li>• High impact to wildlife and wildlife habitat, and woodlands and vegetation</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Not preferred from an agricultural perspective as it impacts a large number of high-investment farming operations and livestock operations</li> <li>• Highest residential impacts and least preferred from a noise perspective</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• Moderate to high impacts to built heritage resources and cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• S4-3 is tied with S4-1 and S4-4 as most preferred from a transportation perspective in all criteria</li> </ul>
<p><b>S4-4</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Low to moderate impacts to fish and fish habitat, wildlife habitat, wetlands, designated areas but results in high impacts to woodlands and vegetation</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• Minimizes impacts to high-investment farming operations, but results in the greatest loss of agricultural buildings</li> <li>• Moderate residential and noise impacts</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• High impacts to built heritage resources and moderate impacts to cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• S4-4 is tied with S4-1 and S4-3 as most preferred from a transportation perspective in all criteria</li> </ul>

## Section 5 Preferred Alternative: S5-10



### Legend

- Railway
- Freeway
- 427 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

A new Highway 410 alignment was preferred over the existing Highway 10/410. A new alignment to the east was preferred over a new alignment to the west of Heart Lake Road. **Alternative S5-10** is preferred from a Land Use / Socio-Economic Environment and Transportation perspective:

- Minimizes impacts to fish and fish habitat, and wetlands. Potential for restoration/enhancement of the Campbells Cross Creek valley that could enhance local aquatic and terrestrial features
- Avoids impacts to large volume wells
- Avoids existing residential subdivisions in Valleywood (noise and air quality impacts) and minimizes direct residential impacts elsewhere
- Minimizes impacts to agricultural lands and operations (particularly the more long-term and permanent operations)
- Minimizes impacts to built heritage resources
- Avoids impacts to commercial and industrial properties
- Minimizes impacts to future urban development including the Mayfield West planned community and Mayfield West employment lands
- Less complex Highway 410/GTA West freeway-to-freeway interchange design since the connections to Hurontario Street are provided by a separate interchange rather than a combined Highway 410/GTA West/Hurontario Street interchange which is required if existing Highway 10/410 is utilized
- Better ability to implement a transitway in the new Highway 410 corridor compared to existing Highway 10/410
- Supports network compatibility and has a lower relative cost



## Section 5 Assessment and Evaluation

Existing Highway 410 Alternatives		Assessment	
<p><b>S5-1</b></p>	<p><b>S5-2</b></p>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to fish and fish habitat, wildlife and wildlife habitat, wetlands, woodlands and vegetation, designated areas, surface water (particularly near the northern end of Highway 10/410)</li> <li>Low to moderate impacts to groundwater resources</li> <li>Greater air quality impacts to residences compared to S5-9 to S5-12</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>S5-4 results in greater agricultural impacts than S5-1, S5-2 and S5-3</li> <li>High impacts to provincial and municipal land use planning and residential properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to built heritage resources, and low to moderate impacts to cultural heritage landscapes and areas of archaeological potential</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>More complex freeway-to-freeway interchange</li> <li>May require service roads adjacent to new Highway 410 corridor north of Valleywood Boulevard to provide access to adjacent lands</li> <li>Limited potential for future expansion in the existing Highway 410 corridor</li> <li>Moderate conformity to safety and design standards</li> <li>High construction costs</li> </ul>	
<p><b>S5-3</b></p>	<p><b>S5-4</b></p>		
New Highway 410 Alignment Alternatives, west of Heart Lake Road			Assessment
<p><b>S5-5</b></p>	<p><b>S5-6</b></p>		<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Low to moderate impacts to fish and fish habitat, wetlands, designated areas, groundwater and surface water</li> <li>S5-5 and S5-6 have the least impacts to wildlife and wildlife habitat</li> <li>S5-7 has high impacts to woodlands and vegetation</li> <li>Greater air quality impacts to residences compared to S5-9 to S5-12</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>S5-8 results in greater agricultural impacts than S5-5, S5-6 and S5-7</li> <li>S5-5 to S5-8 have greater direct and noise impacts to residences west of the Highway 410 extension compared to S5-9 to S5-12</li> <li>Moderate to high impacts to provincial and municipal land use planning, moderate impacts to residential properties</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to built heritage resources, cultural heritage landscapes and archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>High construction costs and double crossing of Heart Lake Road compared to S5-9 to S5-12</li> </ul>
<p><b>S5-7</b></p>	<p><b>S5-8</b></p>		



## Section 5 Assessment and Evaluation

### New Highway 410 Alignment Alternatives, east of Heart Lake Road

S5-9



S5-10



Preferred Alternative

S5-11



S5-12



### Assessment

#### Natural Environment

- Low to moderate impacts to fish and fish habitat, designated areas, wetlands, woodlands and vegetation, groundwater and surface water, except S5-10 has no large volume well impacts
- S5-9, S5-10 and S-12 have low to moderate impacts on wildlife and wildlife habitat whereas S5-11 has high impacts
- S5-9 to S5-12 have lower air quality impacts to residences compared to S5-1 to S5-8

#### Land Use / Socio-Economic Environment

- S5-12 results in greater agricultural impacts than S5-9 to S5-11
- S5-12 has moderate impacts to contaminated properties
- S5-10 avoids impacts to commercial / industrial properties
- S5-5 to S5-12 avoid impacts to community facilities / institutions
- S5-9 to S5-12 are preferred over S5-5 to S5-8 as they impact the fewest residential properties and have the lowest noise impacts to residences west of the Highway 410 extension
- Low to moderate impacts to provincial and municipal land use planning, and development. Although S5-10 impacts a portion of Mayfield West Industrial Park, there is potential to reduce impacts through refinement near Heart Lake Road between Mayfield Road and Old School Road

#### Cultural Environment

- S5-9 to S5-11 have low to moderate impacts to built heritage resources and cultural heritage landscapes
- Moderate impacts to archaeological resources

#### Transportation

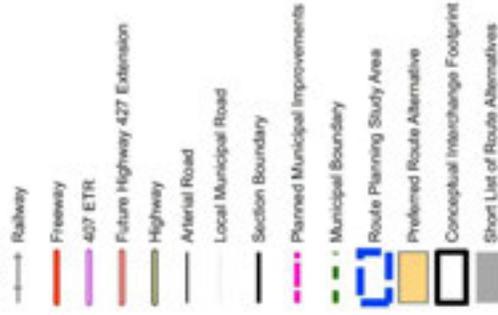
- S5-9 to S5-12 are preferred compared to S5-5 to S5-8 as they do not involve a double crossing of Heart Lake Road
- Lowest construction costs
- From a Transportation perspective, Alternatives S5-9 to S5-12 are relatively similar



## Section 6 Preferred Alternative: S6-1



### Legend



May require some of the interchange footprint and/or modifications to the local road network to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange

### Alternative S6-1 is preferred from a Natural Environment, Land Use / Socio-Economic Environment and Transportation perspective:

- Least impact to fish and fish habitat, and minimizes impacts to wildlife and wildlife habitat, and wetlands
- Impacts the fewest residential properties and private wells
- Low impacts to commercial/industrial properties and future development
- Avoids impacts to high-investment farming operations, as does S6-4
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension)
- Has a moderate relative cost to the other well ranked transportation alternative (S6-4)
- Connects well to the preferred Section 5 alternative (S5-10)



Visit the Reference Table to review the detailed Evaluation Tables

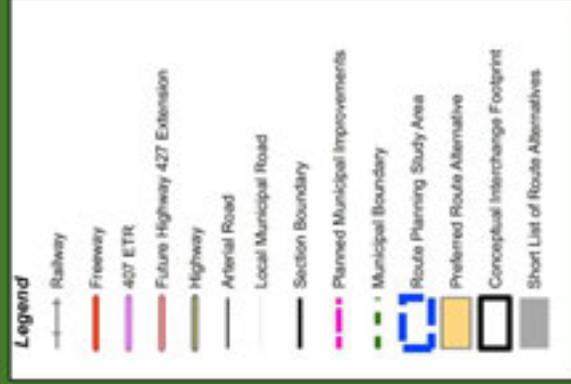


## Section 6 Assessment and Evaluation

Alternative	Assessment
<p><b>S6-1</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Least impact to fish and fish habitat, minimizes impacts to wildlife and wildlife habitat, and wetlands. Habitat is generally less diverse/lower quality than the southerly alternatives</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Impacts the fewest number of residential properties</li> <li>Similar commercial/industrial properties impacts as S6-4</li> <li>Preferred from an agricultural perspective as it avoids high-investment farming operations</li> <li>Minimizes impacts to future development</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to built heritage, archaeological resources, and cultural heritage landscapes</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Moderate construction cost</li> </ul>
<p><b>S6-2</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to fish and fish habitat, high impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation</li> </ul> <p><b>Land Use / Socio Economic Environment</b></p> <ul style="list-style-type: none"> <li>High impacts to residential properties and has the most impacts to commercial/industrial properties</li> <li>Impacts high-investment farming operations and moderate impacts to future development</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to built heritage resources and cultural heritage landscapes, low impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Lowest construction cost</li> </ul>
<p><b>S6-3</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to fish and fish habitat, high impacts to wildlife and wildlife habitat, and wetlands</li> <li>Shortest corridor length contributing to reduced regional emissions</li> </ul> <p><b>Land Use / Socio Economic Environment</b></p> <ul style="list-style-type: none"> <li>Impacts the greatest number of residential and commercial/industrial properties</li> <li>Impacts high-investment farming operations and has the largest impact to future development</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>High impacts to built heritage resources, no impacts to cultural heritage landscapes, low impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Highest construction cost</li> </ul>
<p><b>S6-4</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to fish and fish habitat</li> <li>Least impact to wildlife and wildlife habitat, and wetlands, with moderate impacts to woodlands and vegetation</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Similar commercial/industrial properties impacts as S6-1</li> <li>Impacts the second lowest number of residential properties, and minimizes impacts to future development</li> <li>Preferred from an agricultural perspective as it avoids high-investment farming operations</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>High impacts to built heritage resources and cultural heritage landscapes, moderate impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Moderate construction cost</li> </ul>



## Section 7 Preferred Alternative: S7-3



The Project Team identified the best route east and west of the hydro corridor and then compared them to select the overall preferred route for Section 7. The preferred route west of the hydro corridor was **Alternative S7-3**. The preferred route east of the hydro corridor was **Alternative S7-9**. **Alternative S7-3** is preferred overall versus S7-9:

- Less impacts to groundwater sensitive ecosystems and wellhead protection areas
- Less noise impacts to existing and proposed residences to the east
- Moderate impacts to built heritage resources and cultural heritage landscapes
- Minor impacts to the hydro corridor, railway and TransCanada pipeline, all of which pose significant constructability challenges
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension and optimize traffic operations to/from Coleraine Drive interchange)
- Constructability and connectivity were principle considerations in Section 7. S7-3 is considered the most constructible and it connects well to the Section 8 Humber River crossing, reducing overall environmental impacts



## Section 7 Assessment and Evaluation

West Alternatives		Assessment
S7-1		<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>S7-2 and S7-4 have the greatest impacts to fish and fish habitat</li> <li>S7-1 and S7-4 have the greatest impacts to wildlife habitat and designated areas</li> <li>S7-4 has the highest impacts to woodlands and vegetation</li> <li>Low to moderate impacts to wetlands, groundwater, and air quality</li> <li>Moderate to high impacts to surface water</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>West alternatives minimize noise impacts compared to the east alternatives</li> <li>S7-4 has high impacts on provincial and municipal land use planning, including employment and future urban lands</li> <li>Of alternatives S7-1 to S7-6, S7-5 impacts the least number of residences whereas S7-6 impacts the largest number of residences and commercial/industrial properties</li> <li>S7-5 avoids community facilities / institutions whereas S7-1 has the highest impacts to community facilities / institutions</li> <li>S7-3 and S7-6 have high impacts on agriculture</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to built heritage resources</li> <li>S7-4 and S7-5 avoid impacts to cultural heritage landscapes</li> <li>Low to high impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>S7-2 and S7-3 are most preferred from a transportation perspective as they have low constructability issues and provide a greater opportunity to include an interchange in the Coleraine Drive area</li> <li>S7-2 and S7-3 provide more separation between the proposed interchange at Major Mackenzie Drive and the GTA West which improves operations and safety</li> <li>S7-5 and S7-6 are not preferred because they create a curvilinear alignment through the Highway 427 interchange area and require that Nashville Road be realigned</li> </ul>
S7-2		
S7-3		
S7-4		
S7-5		
S7-6		

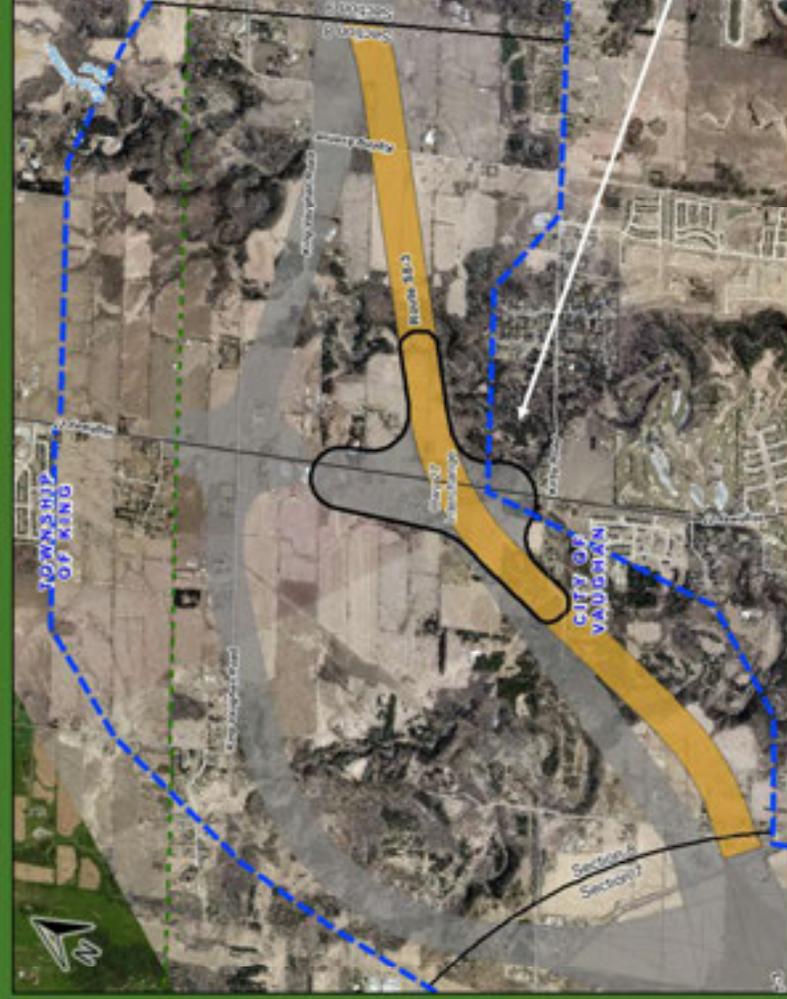


## Section 7 Assessment and Evaluation

East Alternatives		Assessment
<b>S7-7</b>		<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>• S7-9, S7-11 and S7-12 minimize impacts to fish and fish habitat</li> <li>• S7-7 and S7-10 are least preferred in terms of terrestrial ecosystems</li> <li>• Low to moderate impacts to groundwater</li> <li>• S7-8 to S7-10 least preferred from a surface water perspective</li> <li>• Low impacts to air quality</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>• The east alternatives have greater impacts to noise than the west alternatives</li> <li>• S7-8 is most preferred from an agricultural perspective</li> <li>• S7-7 to S7-9 have low impacts to employment lands and future urban areas</li> <li>• S7-9 and S7-12 have the highest impacts to residential properties</li> <li>• S7-7 and S7-10 have the highest impacts to commercial/industrial properties and community facilities/institutions</li> </ul> <p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• S7-9 and S7-12 have the highest impacts to built heritage resources</li> <li>• S7-7 to S7-9 have high impacts to cultural heritage landscapes</li> <li>• Low impacts to archaeological resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• S7-7 to S7-12 have considerable constructability challenges related to the existing hydro corridor, TransCanada pipeline and railway</li> <li>• The east alternatives require more crossings of the TransCanada pipeline than the west alternatives</li> <li>• S7-10 to S7-12 have lower accessibility to population and employment centres and moderate network connectivity (farther from Bolton)</li> <li>• S7-8, S7-9, S7-11 and S7-12 have lower construction costs</li> </ul>
<b>S7-8</b>		
<b>S7-9</b>		
<b>S7-10</b>		
<b>S7-11</b>		
<b>S7-12</b>		



## Section 8 Preferred Alternative: S8-3



### Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

Geometric constraints resulting from the proximity of the Humber River and Highway 27 in this area may require the interchange footprint to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange

**Alternative S8-3** is preferred from a Natural Environment, Land Use / Socio-Economic Environment and Transportation perspective:

- Lowest overall impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, watersheds, and surface water
- Best location with most flexibility for the Humber River crossing due to its distance from the large meander (i.e. most perpendicular and stable crossing of the mainstem river)
- Impacts the least amount of Greenbelt and agricultural lands and is preferred from a provincial land use policy perspective
- Impacts more residential properties but minimizes impacts to commercial properties, avoids impacts to high-investment farming operations, and has a higher probability of avoiding a waste disposal site
- Low construction cost and is considered the most constructible

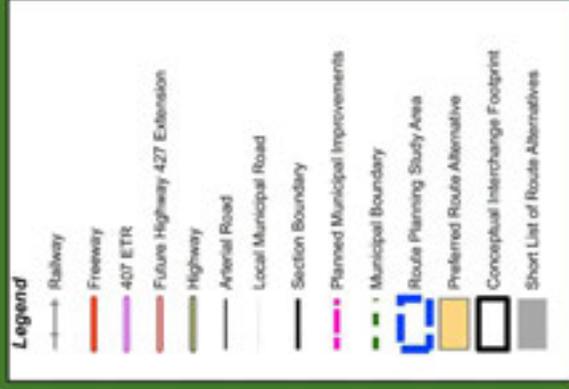


## Section 8 Assessment and Evaluation

Alternative	Assessment
<p><b>S8-1</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to fish habitat, high impacts to wildlife and wildlife habitat, woodlands and vegetation, designated areas, and watersheds.</li> <li>No to low impacts on groundwater resources</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Avoids impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans</li> <li>Impacts the greatest area of Class 1-3 soils and impacts a high-investment farming operation</li> <li>Impacts the fewest residential properties but second largest number of commercial / industrial properties</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>No distinct difference between alternatives</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Highest construction cost</li> <li>Significant constructability issues related to the crossing of the Humber and East Humber valleys, and has the longest combined structure length</li> </ul>
<p><b>S8-2</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate to high impacts to fish and fish habitat, high impact to wildlife and wildlife habitat, woodlands and vegetation, designated areas, and watersheds.</li> <li>No to moderate impacts to groundwater resources</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Minimizes impacts to Class 1-3 soils and avoids high-investment farming operations</li> <li>Impacts the highest amount of commercial / industrial properties</li> <li>Moderate impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>No distinct difference between alternatives</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Lowest construction cost</li> <li>Significant constructability issues related to the crossing of the Humber and East Humber valleys. Has the shortest combined structure length but meander poses foundation and erosion issues</li> </ul>
<p><b>S8-3</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, and high impacts to watersheds and designated areas.</li> <li>No to moderate impacts to groundwater resources</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Impacts the least amount of Class 1-3 soils and avoids high-investment farming operations</li> <li>Highest impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans</li> <li>Impacts the largest number of residential properties but the fewest commercial / industrial properties</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>No distinct difference between alternatives</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Low construction cost</li> <li>Significant constructability issues related to the crossing of the Humber and East Humber valleys but has the second shortest combined structure length and the best location to cross the river</li> </ul>



## Section 9 Preferred Alternative: S9-1



### Alternative S9-1 is preferred from a Natural Environment, Cultural Environment and Transportation perspective:

- Minimizes impacts to fish and fish habitat, designated areas and ecosystem services, with relatively simple and perpendicular watercourse crossings
- Least impact on Greenbelt lands
- Minimizes impacts to employment and future urban area lands
- Low residential property impacts
- Low potential for constructability issues
- Better angle of approach for the Highway 400 interchange



Visit the Reference Table to review the detailed Evaluation Tables



## Section 9 Assessment and Evaluation

Alternative	Assessment
<p><b>S9-1</b></p>  <p style="text-align: center;">Preferred Alternative</p>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Lowest impact to fish and fish habitat due to simple, perpendicular watercourse crossings</li> <li>Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Minimizes impacts to Greenbelt lands</li> <li>Minimizes impacts to future urban and employment areas</li> <li>Low impacts to residential and moderate impacts to commercial / industrial properties</li> <li>Moderate noise impacts for residences</li> <li>High impacts to agriculture, including loss of two high investment operations</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>Moderate impact to built heritage resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Low potential for constructability issues</li> <li>High construction cost</li> <li>Better angle of approach for the Highway 400 interchange</li> </ul>
<p><b>S9-2</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Low impacts to fish and fish habitat with 1 large and complex tributary crossing</li> <li>Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to Greenbelt lands</li> <li>High impacts to future urban and employment areas</li> <li>Fewest impacts to residential properties, moderate impacts to commercial / industrial properties</li> <li>Low noise impacts for residences</li> <li>High impacts to agriculture, including loss of two high investment operations</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>Moderate impact to built heritage resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Low potential for constructability issues and high construction cost</li> </ul>
<p><b>S9-3</b></p> 	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Low to moderate impacts to fish and fish habitat, requiring a potential channel realignment</li> <li>Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater</li> </ul> <p><b>Land Use / Socio-Economic Environment</b></p> <ul style="list-style-type: none"> <li>Moderate impacts to Greenbelt lands</li> <li>Moderate impacts to future employment lands and high impacts to future urban areas</li> <li>Moderate impacts to residential properties and lowest impacts to commercial/industrial properties</li> <li>Low noise impacts for residences</li> <li>Moderate impacts to agricultural, avoids the loss of high investment operations buildings</li> </ul> <p><b>Cultural Environmental</b></p> <ul style="list-style-type: none"> <li>High impact to built heritage resources</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>Highest potential for constructability issues and moderate construction cost</li> </ul>





# GTA West

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## Evaluation Criteria for Selecting Preferred Interchange Locations

- Potential interchange locations along each route alternative were selected based on the following criteria:
  - **Level of connectivity to the highway network:** Provide a continuous connection with the provincial highway network
  - **Level of connectivity to the municipal road network and initiatives:** Provide appropriate connections with the existing municipal road network and support new or planned municipal road corridors
  - **Level of connectivity to transit:** Accommodate a potential transitway station/station access
  - **Traffic demand:** Provide direct connections to urban growth centres and goods movement nodes, and avoidance of operational concerns in the network
  - **Spacing between interchanges:** Accommodate desirable interchange spacing (approx. 2-3 km) to mitigate safety concerns associated with traffic weaving
- Potential interchange locations on the short list of route alternatives were discussed with municipal staff prior to the 2015 evaluation of route alternatives
- Key trade-offs between potential interchange location alternatives were considered in the evaluation of route alternatives
- After selection of the Technically Preferred Route, the potential interchange locations along that route were reviewed again using the above criteria and the preferred interchange locations were selected

# Preferred Interchange Locations



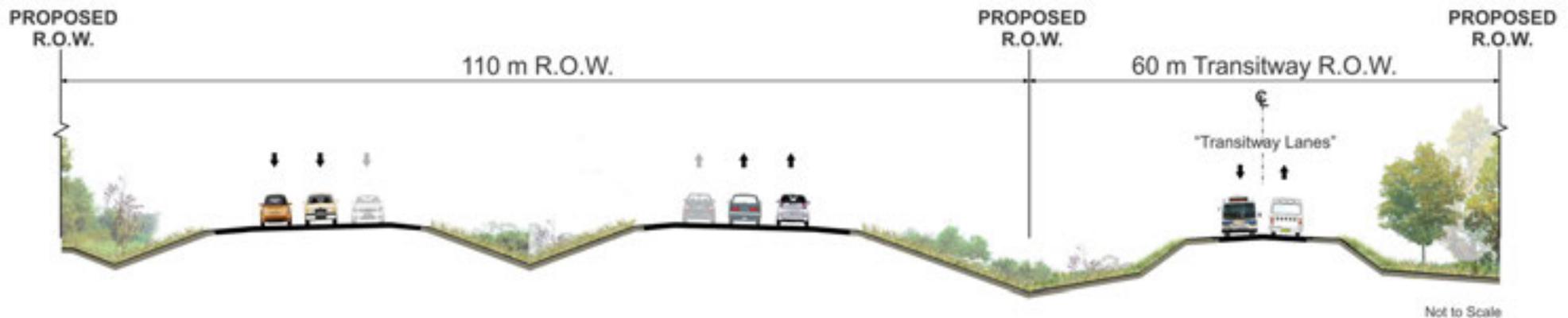
- 1 Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 1**
- 2 Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred**
  - Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network
  - Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative)
- 3 Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred**
  - Provides appropriate connections with the municipal road network and provides desirable interchange spacing
  - Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton
  - Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road
  - Better road geometry for an interchange at Bovaird Drive than at Heritage Road
  - An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities
- 4 Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred**
  - Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route
  - There is better road geometry at Mayfield Road than at Mississauga Road
- 5 Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4**
- 6 Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus interchanges at Hurontario Street and Bramalea Road preferred**
  - Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd
  - Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network
  - An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange
- 7 Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11**

- 8 Airport Road Interchange – Aligns with Technically Preferred Route for Section 6**
- 9 The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6**
- 10 Coleraine Drive/Mayfield Road Area Interchange**
  - A full moves interchange is desirable to connect to existing and future urban growth centres
  - Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)
  - Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)
  - Proposed strategy is to realign Coleraine Drive and then provide a full interchange
- 11 Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred**
  - Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible
- 12 Highway 27 Interchange – Aligns with Technically Preferred Route for Section 8**
- 13 Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial Interchange at Weston Road preferred**
  - An interchange to the west of Highway 400 provides a desirable connection with the municipal road network
  - Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive
  - Weston Road provides a connection to a planned urban growth centre
- 14 Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9**



# The Multimodal Transportation Corridor

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m





## What is a Transitway?

- A transitway is a separate roadway/guideway exclusively for transit (Bus or Light Rail)
- Transitway stations are provided along the roadway/guideway to allow passengers to access transit services at strategic locations
- Benefits of a transitway include:
  - **Time savings:** You may improve on commuting travel time using area transit including the transitway
  - **Reliability:** Your trip will be more predictable, less likely to be affected by traffic congestion
  - **Increased capacity:** Transitways can move more people per vehicle compared to automobiles
  - **Reduced pollution:** Car owners may be more inclined to switch to transit, reducing traffic and vehicle emissions
  - **Improved accessibility:** Greater convenience and increased number of travel options



*Mississauga Transitway*



*Blair Station, Ottawa Transitway*

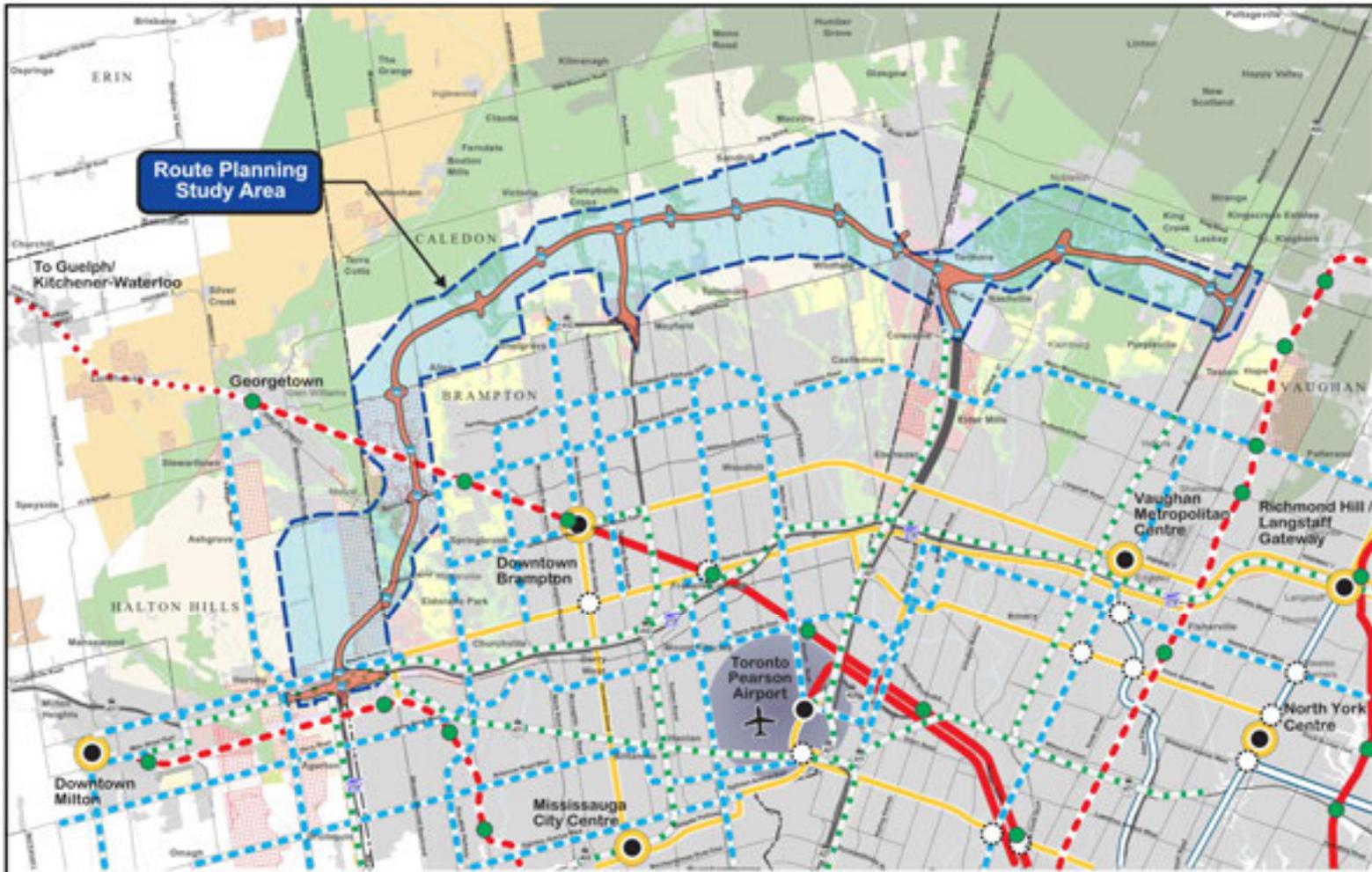


# The GTA West Transitway

- The GTA West transitway will run parallel to the GTA West highway and will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules without having to stop at crossing roads or mix with the general traffic on the highway
  - Include stations at strategic locations along the corridor and provide transit connections with buses on to major arterial roadways, Highway 401, 407ETR, Highway 427, Highway 410, and Highway 400
- The transitway will be further developed to confirm:
  - Alignment, roadway crossing details, terminus configurations
  - Opportunities to integrate with existing and future transit services
  - Station locations and layouts
  - Opportunities to integrate with existing and future development



vivaNext Rapidways, York Region



Route Planning Study Area

**GTA West**

**LEGEND**

- GTA West Technically Preferred Route
  - Potential Transitway Station
  - Regional Rapid Transit**
  - Rapid Rail
  - Regional Rail (full-day, 2-way)
  - Regional Rail (peak)
  - Subway
  - Other Rapid Transit (BRT / LRT / MST)
  - BRT on Controlled-Access Expressway in Wood/Creek with Congestion Management
  - Planned Rapid Transit by Municipality (BRT / LRT / Express Bus)
  - Control-Access Expressway
  - New Transportation Corridor
  - Major Nodes**
  - Anchor Hub
  - Gateway Hub
  - Existing GO Station
  - Urban Growth Centre
  - International Airport
- Source: Metrolinx, the 2041 Regional Transportation Plan and various municipalities' Transportation Master Plans.
- Developed Area
  - Niagara Encouragement Plan
  - Greenbelt - Protected Countryside
  - Oak Ridge-Markham
  - Active P/O Quarry
  - Environmental Policy Area
  - Designated Employment Area
  - Designated Residential Area
  - Agricultural Area
  - Future Urban Area
  - Future Urban Area
  - Regional Boundary
  - Municipal Boundary

Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Markham, Town of Richmond Hill. Contents information derived under the Open Government Licence - Ontario. Mapping Data provided by Esri.

**Potential Transit Network**

**Draft September 2019**



Not to Scale





# Goods Movement Priority Features

Potential goods movement features were identified at Public Information Centre #1 and have been screened:

Feature	Screening
Truck only lanes	✓ Carry forward for further consideration
Combined truck/transit lanes	✗ Do not carry forward <ul style="list-style-type: none"> <li>• Reduces level of service of the transitway by introducing additional traffic</li> <li>• The transitway requires restricted access which prohibits use by other traffic</li> </ul>
Truck use of potential HOV lanes during off-peak hours	✗ Do not carry forward <ul style="list-style-type: none"> <li>• No operational benefits in off-peak hours</li> <li>• Introduces additional lane changes for trucks to access HOV Lanes</li> </ul>
Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information	✓ Carry forward for further consideration
Longer speed change lanes	✓ Carry forward for further consideration
Enhanced design to accommodate Long Combination Vehicles	✓ Carry forward for further consideration
Truck only interchange ramps, where warranted by truck volumes	✗ Do not carry forward <ul style="list-style-type: none"> <li>• Creates additional enforcement requirements</li> <li>• Interchanges are provided for key freight trip generators, and there is insufficient space for additional ramps in these areas without compromising highway design guidelines</li> </ul>
Truck parking facilities	✓ Carry forward for further consideration
Enforcement features (weigh and inspection stations), including automated weigh stations	✓ Carry forward for further consideration



Truck Only Lane – I-15, California



Long Combination Vehicle



Truck Parking Facility

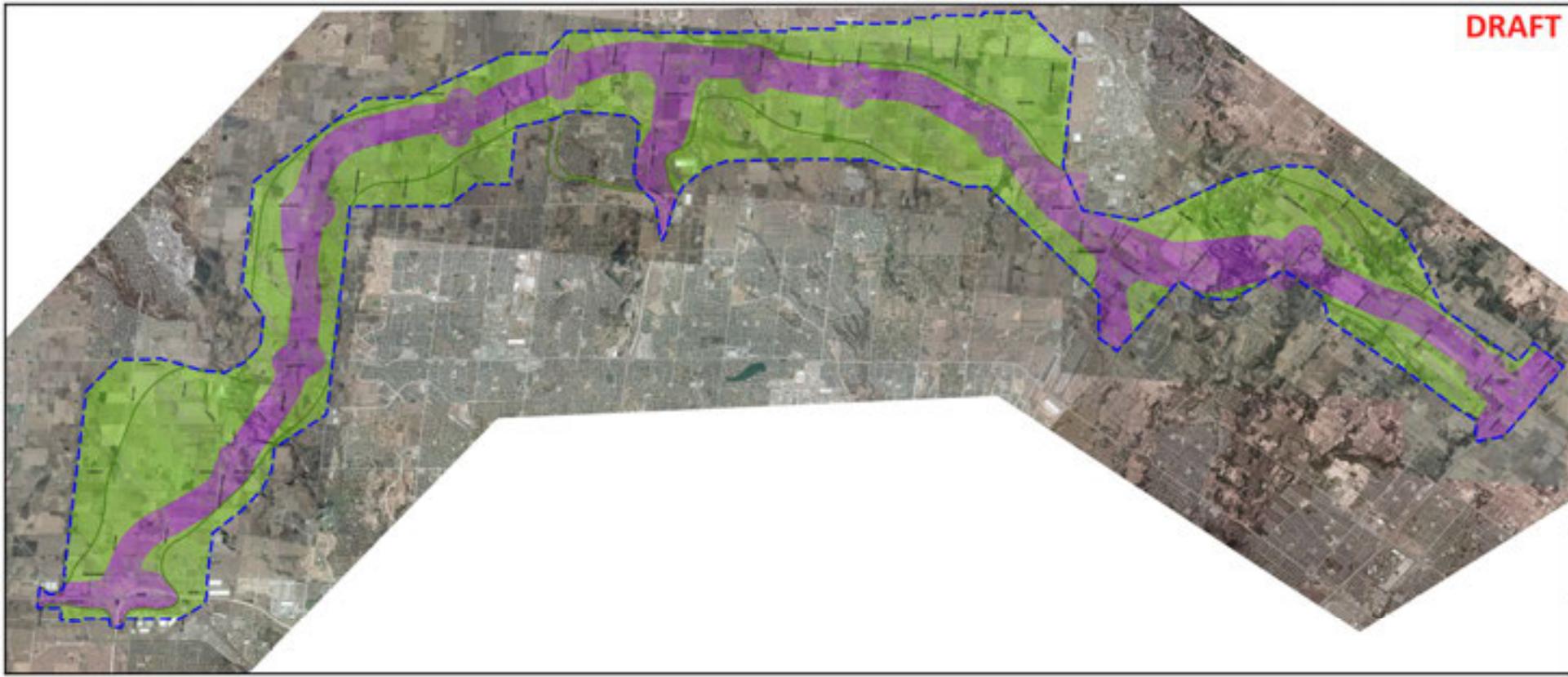
**DRAFT**

GTA West

**LEGEND**

-  Study Boundary
  -  2019 Focused Analysis Area
  -  2019 Focused Analysis Area
- The information on this map was prepared by the consultants for the purpose of providing a visual representation of the information contained in the report. It is not intended to be used as a substitute for the report or as a basis for any other action. The consultants accept no liability for any errors or omissions in the information provided on this map.

**2019 FOCUSED ANALYSIS AREA**  
DRAFT





## If You Have An Active Interest In This Study, Consider Becoming A Member Of An Advisory Group

### Community Advisory Group (CAG)

- We are looking for members of the public from communities in and around the Study Area
- The role of the CAG will be to enable direct communication between the community and the Project Team
- The Project Team will be looking for:
  - **Comments and suggestions on study findings**
  - **Insight and discussion of potential issues, challenges and opportunities**
  - **Participation in developing strategies to address the issues and opportunities**

### Greenbelt Transportation Advisory Group (GTAG)

- We are looking for members of the public and representatives of environmental agencies and interest groups who have specific interest in the Greenbelt
- The role of the GTAG will be to facilitate discussion about placing the GTA West multimodal transportation corridor within areas of the Greenbelt
- The Project Team will be looking for:
  - **Information on key environmental and agricultural features**
  - **Discussion of potential impacts to sensitive features within the Greenbelt**
  - **Discussion and generation of mitigation strategies to be used in the Greenbelt**

The CAG and GTAG will meet at key points throughout the study. Applications are available at this PIC.



# GTA West

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## Design Considerations In The Greenbelt

- The Greenbelt is a broad band of protected land which supports agriculture as the predominant land use, protects natural heritage and water resource systems and supports economic and social activities associated with rural communities and agriculture
- The *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* was drafted in Stage 1 with input from the Greenbelt Transportation Advisory Group
- The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the GTA West multimodal transportation corridor within areas of the Greenbelt (when impacts to Greenbelt areas are unavoidable)
- Key elements of the Guideline include:
  - **Impact avoidance, where possible**
  - **Community sensitive design**
  - **Consideration of impacts to road ecology and wildlife**
  - **Consideration of impacts to agriculture**
  - **Stormwater management**
  - **Flexibility with geometric and bridge design to avoid or reduce impacts (e.g. consider the use of reduced median and shoulder widths, steeper side slopes, tighter road curves, etc.)**





# Do You Want To Inspire The Design Of The GTA West Multimodal Transportation Corridor?

The Community Value Plan (CVP) process takes a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility

- A CVP is a tool to incorporate public input into the design of the new multimodal transportation corridor.
- CVPs will be created for engaged communities affected by the GTA West multimodal transportation corridor
- The CVP will recommend design elements that reflect the social, cultural, historical and environmental interests of your community, such as:
  - **Commemoration of heritage sites**
  - **Landscaping**
  - **Trails**
  - **Wildlife crossings**
  - **Artistic elements at the gateways and bridges**
- The CVP process will span several months and require each CVP participant to review and understand the project, express their point of view, and work together in a collaborative manner
  - **CVP members will be required to attend 2 workshops. The final CVP will be presented at Public Information Centre #3**

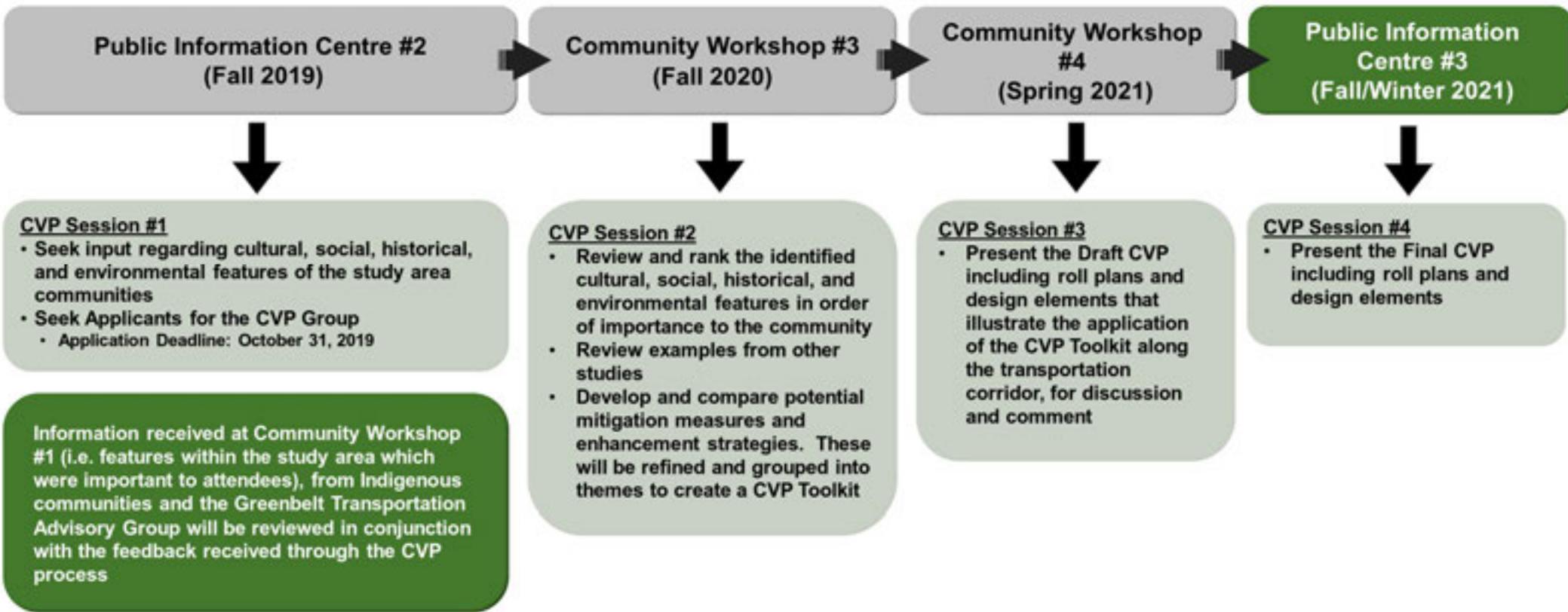
A group of individuals are being sought to join the CVP process  
**If you are interested in applying, please fill out an application**



Visit the CVP Reference Table for a CVP application, CVP comment sheet and an example of a CVP



# GTA West Community Value Plan (CVP) Process



\* Schedule is subject to change



Visit the CVP Reference Table for a CVP comment sheet and more information





## Permission to Enter

- Field investigations are planned to inventory the natural, social, cultural and other infrastructure features in the study area

Discipline	Type of Field Investigation
Natural Environment	Fisheries, Wildlife, Wetlands, Vegetation, Groundwater
Socio-Economic Environment	Land Use, Agriculture, Potentially Contaminated Sites
Cultural Environment	Archaeology, Built Heritage, Cultural Heritage Landscapes
Engineering	Drainage, Structural, Geotechnical, Pavement, Electrical, Erosion and Sediment Control

- Property owner cooperation through the signing and returning of Permission to Enter (PTE) forms is greatly appreciated
- PTE will allow ministry staff, WSP, AECOM and/or their subconsultants hired by the ministry to access lands in order to obtain valuable field information that will help in refining the Technically Preferred Route and developing the preliminary design of the Preferred Route
- The project's PTE coordinator is available to answer questions. A PTE factsheet is also available

## *French Display Boards*

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## Le corridor de transport ouest de la RGT – Une brève histoire

<b>2008 :</b>	Le cadre de référence a été approuvé en mars 2008
<b>2008 - 2012 :</b>	La phase 1 de l'étude pour le corridor de transport ouest de la RGT (planification des systèmes) comprenait l'identification des problèmes de transport et des occasions, l'évaluation des solutions de rechange pour le système de transport, et la recommandation d'une Stratégie de développement des transports (SDT)
<b>2014 - 2015 :</b>	La phase 2 de l'étude pour le corridor de transport ouest de la RGT (planification des itinéraires et conception préliminaire d'un corridor de transport multimodal comme composant de la SDT) consistait à identifier les caractéristiques et les contraintes, ainsi qu'à élaborer et évaluer les solutions de rechange pour les itinéraires et les échangeurs
<b>Décembre 2015 :</b>	L'étude sur le corridor ouest de la RGT a été suspendue <ul style="list-style-type: none"> <li>• Avant la suspension de l'étude, l'équipe du projet du corridor de transport ouest de la RGT avait retenu un itinéraire sur le plan technique, mais elle ne l'avait pas encore présenté au public</li> </ul>
<b>Printemps 2016 :</b>	Un comité consultatif indépendant avait pour tâche d'évaluer l'étude sur le corridor ouest de la RGT à la lumière des changements apportés aux politiques gouvernementales depuis 2008 et des nouvelles technologies en matière de transport
<b>Février 2018 :</b>	Le rapport du comité consultatif a été publié. L'ancien gouvernement a annoncé que la province ne poursuivrait pas l'étude sur le corridor ouest de la RGT
<b>Février 2018 :</b>	Le ministère des Transports et la Société indépendante d'exploitation du réseau d'électricité (SIERE), avec l'appui du ministère de l'Environnement et de l'Énergie, ont lancé l'étude visant l'établissement du tracé du couloir dans la partie nord-ouest de la RGT dans le but de trouver et de protéger des terres qui serviraient pour un corridor linéaire d'infrastructure polyvalent.
<b>Novembre 2018 :</b>	Dans son Énoncé économique de l'automne 2018, le gouvernement a déclaré que l'Ontario faisait le nécessaire pour reprendre l'étude environnementale sur le corridor ouest de la région du Grand Toronto.
<b>Juin 2019 :</b>	Le 19 juin 2019, le gouvernement a annoncé que l'évaluation environnementale (EE) du corridor de transport ouest de la RGT reprendrait à partir du point auquel elle avait été suspendue en 2015. <ul style="list-style-type: none"> <li>• L'étude sur le corridor ouest de la RGT protégera des terrains pour un corridor de transport multimodal futur</li> <li>• Avec la reprise de l'EE sur le corridor ouest de la RGT, l'étude sur le tracé du corridor nord-ouest de la RGT ne sera pas poursuivie</li> <li>• Le ministère de l'Énergie, du Développement du Nord et des Mines et la Société indépendante d'exploitation du réseau d'électricité ont entrepris une nouvelle étude distincte pour identifier un corridor de transport d'électricité adjacent.</li> </ul>

# Planifier avec une vision, planifier pour les gens

- La région élargie du Golden Horseshoe (REGH) est un moteur économique pour la province. Il est donc essentiel de répondre aux besoins de transport de cette région pour assurer la compétitivité de notre économie
- Le besoin de l'étude de l'ouest de la RGT demeure et est renforcé par les prévisions en matière de croissance de la population et de l'emploi dans la REGH, reflétant davantage de gens et d'emplois d'ici 2041
- La préservation d'un corridor de transport multimodal soutient les communautés croissantes – il serait judicieux d'effectuer de la planification à long terme pour les zones soumises à une pression liée au développement
- Plus largement, le ministère travaille à l'élaboration d'un plan de transport multimodal intégré pour la REGH. L'objectif est de fournir une vision à long terme du transport dans la REGH (jusqu'à 2051), ainsi qu'un futur réseau de transport multimodal intégré pour favoriser la circulation de la population et des marchandises.

**L'équipe de projet continue à se concentrer sur la réalisation de ses engagements et sur la prestation de recommandations qui sont solides sur le plan stratégique et fondées sur les faits, et qui reflètent la complexité de l'initiative**

## Qu'est-ce qui a été fait pour reprendre l'étude?

- Pour sélectionner l'itinéraire retenu sur le plan technique en 2015, des spécialistes en environnement et en transport avaient effectué une évaluation exhaustive de chaque itinéraire de remplacement figurant sur la liste courte
- Après la reprise récente de l'étude sur le corridor ouest de la RGT, l'évaluation a été mise à jour afin d'inclure un examen des politiques et des plans plus récents, y compris, notamment :
  - le Plan de croissance de la région élargie du Golden Horseshoe (2019)
  - le Plan de la ceinture de verdure (2017)
  - les Plans de protection des sources pour les offices de protection de la nature de Credit Valley, de Halton et de Toronto et de la région (2017)
  - les plans officiels des municipalités et les mises à jour au plan directeur des transports
  - les plans secondaires des municipalités, y compris les projets d'aménagement existants et proposés
  - les changements généraux de l'utilisation des terrains et des conditions existantes depuis 2015
  - le Guide canadien de conception géométrique des routes (2017) de l'Association des transports du Canada (ATC) et le supplément du ministère des Transports au Guide canadien de conception géométrique des routes (2017)
  - les mises à jour aux données sur l'environnement naturel provenant de sources secondaires publiquement disponibles, le cas échéant
- Après le centre d'information public n° 2, l'itinéraire préféré sera examiné et confirmé selon les commentaires et la collecte continue de données pertinentes

L'itinéraire retenu sur le plan technique en 2015 reste le même après l'examen de l'évaluation de 2019

## Vue d'ensemble de la phase 1 et de la phase 2

### Phase 1

La phase 1 a été achevée en novembre 2012. Elle recommande une stratégie de transport multimodal tenant compte de ce qui suit :

- l'optimisation du réseau de transport existant
- l'amélioration des moyens de transport hors route, comme le transport en commun et le transport ferroviaire
- l'élargissement des autoroutes existantes
- la création d'un nouveau corridor de transport

La phase 1 a déterminé que même avec l'optimisation du réseau de transport existant, l'élargissement des autoroutes existantes et les projets d'expansion du transport en commun établis par Metrolinx, il est nécessaire d'accroître la capacité routière

### Phase 2

Cette seconde phase se concentre sur la recommandation d'un nouveau corridor de transport :

- s'étendant de l'autoroute 400 à l'est jusqu'à l'échangeur de l'autoroute express à péage 407 et de l'autoroute 401 à l'ouest
- inclut une autoroute de la série 400, une rue piétons-autobus et de possibles caractéristiques prioritaires pour la circulation de marchandises



## Processus général de la phase 2

2014

2022

Collecte de données

Itinéraires de remplacement

Conception préliminaire

Rapport provisoire de l'évaluation environnementale

Soumission prévue du rapport final d'évaluation environnementale

- Cerner les caractéristiques et contraintes existantes.

- Créer et examiner une liste longue afin d'arriver à une liste courte de solutions de rechange pour l'itinéraire et les emplacements des échangeurs (présentée lors du centre d'information public n° 1).

- Évaluer la liste courte de solutions de rechange pour l'itinéraire et les emplacements des échangeurs afin de parvenir à un itinéraire retenu sur le plan technique (présenté lors du centre d'information public n° 2 pour recevoir les commentaires).

- Après l'examen des commentaires reçus lors du centre d'information public n° 2, élaborer l'itinéraire privilégié selon un degré de précision équivalant à une conception préliminaire.

- Pour les croisements de routes qui ne constitueront pas un échangeur, concevoir la solution pour le corridor (p. ex., passage supérieur, passage inférieur ou troncature).
- La conception préliminaire sera présentée lors du centre d'information public n° 3.

Nous sommes ici

## Nécessité d'améliorer le transport

- Le Plan de croissance de la région élargie du Golden Horseshoe de 2006 (Plan de croissance) prévoyait que la population de cette région passerait à **11,5 millions** d'habitants d'ici 2031
  - Il en résultera une hausse des déplacements d'environ 1,5 million (voitures et camions) par jour dans la zone d'étude du corridor ouest de la RGT d'ici 2031
  - Without changes, by 2031 the average commute times are expected to increase by 27 minutes a day
- Selon la mise à jour de 2019 du Plan de croissance, cette région devrait atteindre une population de **13,5 millions de personnes et offrir 6,3 millions d'emplois** d'ici 2041

La création de nouvelles infrastructures de transport permettrait de réduire la congestion routière et d'améliorer la circulation de marchandises dans la région du Grand Toronto

Le corridor de transport multimodal ouest de la RGT est un élément de la solution globale visant à soutenir la croissance future



Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure



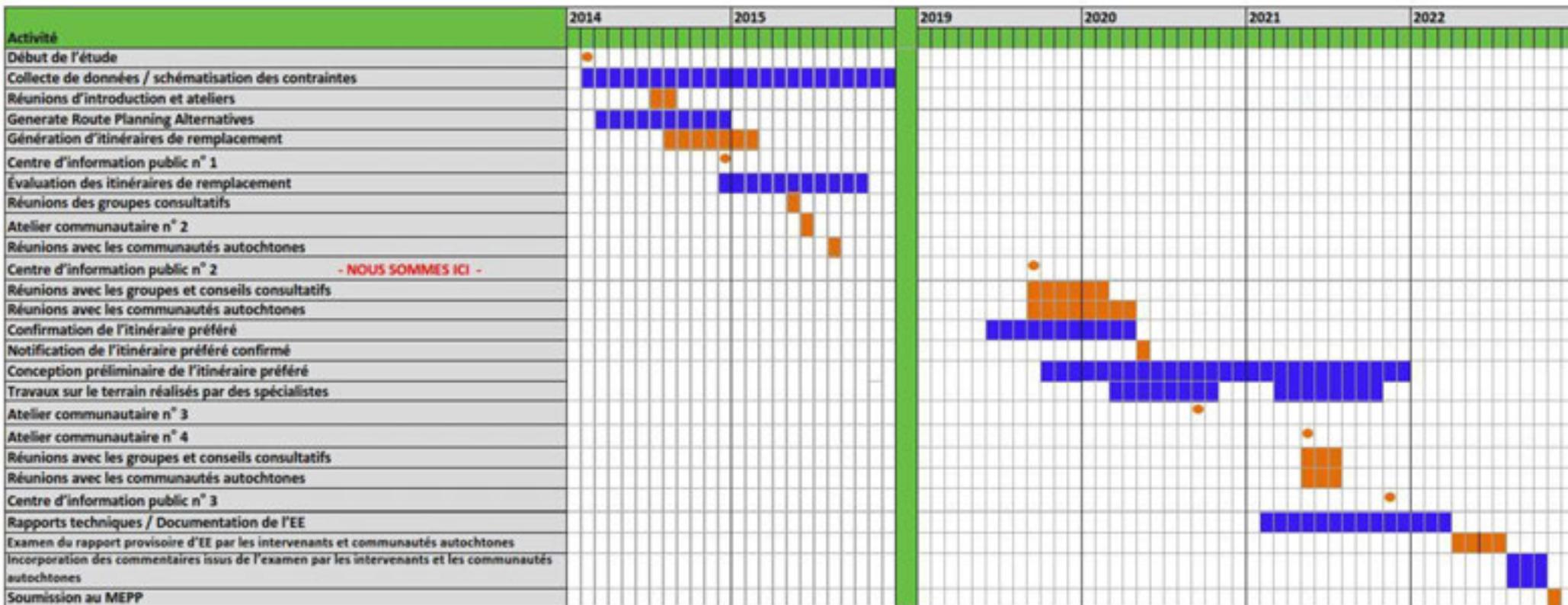
Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure

## Avantages pour les communautés locales et régionales





# Calendrier d'étude de la phase 2



- NOUS SOMMES ICI -

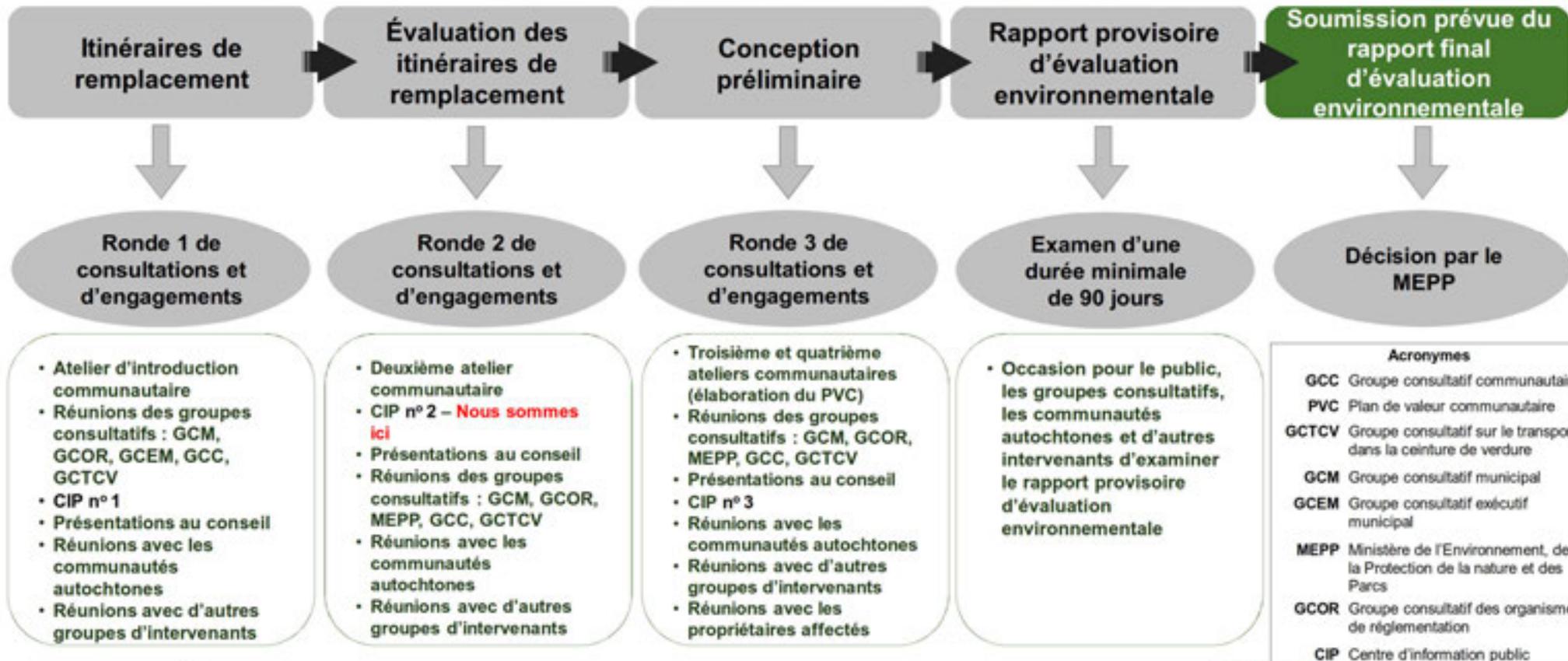
Suspension de l'étude : de la fin de l'année 2015 au milieu de l'année 2019

\*Le calendrier est sujet à changer

# Programme de consultation et d'engagement

2014

2022



## Centre d'information public (CIP) n° 1

- Le CIP n° 1 a été tenu dans les régions de Halton, de York et de Peel en novembre/décembre 2014
- Le CIP n° 1 présente un aperçu du contexte de l'étude, du processus, des conditions existantes, des solutions de rechange pour les itinéraires et les échangeurs et la zone d'analyse localisée pour la liste courte de solutions de rechange
- Plus de 750 personnes étaient présentes et environ 200 commentaires écrits ont été reçus

### Ce que nous avons entendu lors du CIP n° 1 :

Commentaires propres à l'emplacement

Commentaires concernant les emplacements précis des itinéraires et des échangeurs

Mélange de soutien et d'opposition à l'étude, y compris la rue piétons-autobus

Soutien pour les caractéristiques prioritaires pour la circulation de marchandises

Recommandations d'incorporer les études déjà effectuées (p. ex., HPBATS) afin d'éviter de dupliquer les travaux

Heureux de l'introduction de la zone d'analyse localisée

Soutien pour une plus grande protection des terres agricoles et des terres de la ceinture de verdure

Demandes d'information concernant la génération et l'évaluation des itinéraires, l'acquisition de propriétés, le calendrier

### Incorporation des commentaires du CIP n° 1 à l'étude :

- Les caractéristiques identifiées par les intervenants ont été vérifiées et incorporées au mappage des conditions existantes
- Les suggestions pour de nouveaux itinéraires et des améliorations ont été évaluées, et celles ayant du mérite ont été transmises



Consultez le tableau de référence pour consulter le rapport sommaire du CIP n° 1

## Atelier communautaire n° 2

- L'atelier communautaire n° 2 a été tenu dans les régions de Halton, de York et de Peel en juin 2015
- L'atelier communautaire n° 2 demandait des idées concernant l'évaluation des solutions de rechange pour les itinéraires et les échangeurs figurant sur la liste courte et les enjeux dans la zone d'étude
- Plus de 600 personnes étaient présentes et environ 130 commentaires écrits ont été reçus

### Ce que nous avons entendu lors de l'atelier communautaire n° 2 :

Améliorations suggérées aux solutions de rechange pour les itinéraires et les échangeurs

Identification et importance des caractéristiques de la zone d'étude

Modifications suggérées aux facteurs, aux sous-facteurs, aux critères et aux mesures utilisés lors de l'évaluation

Pondération des facteurs à utiliser lors du test de sensibilité arithmétique

Soutien pour le processus d'évaluation

Demandes d'information quant à la façon dont l'agriculture est prise en considération lors de l'évaluation

Soutien pour une plus grande protection des terres agricoles et des terres de la ceinture de verdure

Demandes d'information concernant les coûts, l'acquisition de propriétés, le transport actif, le calendrier de l'étude, le processus et le calendrier de construction

### Incorporation des commentaires de l'atelier communautaire n° 2 à l'étude :

- Les commentaires ont été utilisés pour identifier les facteurs qui sont importants pour la communauté
- La pondération des facteurs a été utilisée pour le « scénario de pondération publique » lors du test de sensibilité arithmétique
- Les commentaires concernant les options dans la zone d'étude ont été pris en considération lors de la méthode d'argument raisonné



Consultez le tableau de référence pour consulter le rapport sommaire de l'atelier communautaire n° 2

## Sondage sur les activités agricoles

- En 2015, l'équipe du projet a utilisé un sondage pour obtenir des renseignements plus détaillés sur les activités agricoles dans la zone d'étude

Le sondage sur les activités agricoles a demandé des renseignements concernant :

l'utilisation principale et la taille des propriétés agricoles

les terres supplémentaires utilisées par chaque exploitation agricole (emplacement, taille, utilisation)

les routes utilisées (mouvement de machinerie) et la fréquence de l'utilisation (quotidienne, saisonnière)

drainage par canalisations en terre cuite (emplacement, type de système)

bâtiments et structures associés aux activités (type, taille, âge)

plans d'augmenter, de diminuer ou de maintenir l'ampleur actuelle des activités

cultures et rotation des cultures

si les activités sont certifiées pour la production biologique

Incorporation des commentaires du sondage sur les activités agricoles à l'étude :

- Les résultats du sondage ont été utilisés pour augmenter la compréhension des impacts possibles sur les terres agricoles, les pratiques et les liens opérationnels, et pour contribuer à identifier les facteurs clés dans l'évaluation des solutions de rechange pour les itinéraires et les échangeurs
- Les renseignements issus du sondage ont été compilés dans les tableaux d'évaluation de façon telle que les personnes et d'autres entités ne pouvaient pas raisonnablement être identifiées



Consultez le tableau de référence pour consulter les questions du sondage sur les activités agricoles

## Étapes suivantes

<p><b>Automne 2019</b></p>	<ul style="list-style-type: none"> <li>• L'équipe du projet doit examiner les commentaires reçus lors du centre d'information public n° 2 et y répondre :             <ul style="list-style-type: none"> <li>○ <b>Veillez soumettre vos commentaires au plus tard le 31 octobre 2019</b></li> </ul> </li> <li>• Demandez à devenir membre du groupe du plan de valeur communautaire.             <ul style="list-style-type: none"> <li>○ <b>Date limite pour la demande : 31 octobre 2019</b></li> </ul> </li> <li>• Réunions avec les communautés autochtones, les groupes consultatifs et les conseils municipaux</li> </ul>
<p><b>Printemps 2020</b></p>	<ul style="list-style-type: none"> <li>• Confirmation de l'itinéraire préféré et de la zone d'analyse localisée</li> <li>• Début de la conception préliminaire de l'itinéraire préféré, ce qui inclut :             <ul style="list-style-type: none"> <li>○ <b>D'autres enquêtes sur le terrain où la permission d'entrer est accordée</b></li> <li>○ <b>Consultation avec les propriétaires directement touchés par l'itinéraire préféré</b></li> </ul> </li> </ul>
<p><b>Automne 2020 / Printemps 2021</b></p>	<ul style="list-style-type: none"> <li>• Élaboration des plans de valeur communautaire (le point central des ateliers communautaires n° 3 et n° 4)</li> </ul>
<p><b>Printemps / Été 2021</b></p>	<ul style="list-style-type: none"> <li>• Réunions avec les communautés autochtones, les groupes consultatifs et les conseils municipaux régionaux</li> </ul>
<p><b>Automne / Hiver 2021</b></p>	<ul style="list-style-type: none"> <li>• Présentation de la conception préliminaire de l'itinéraire préféré lors du centre d'information public no 3.</li> </ul>
<p><b>En cours</b></p>	<ul style="list-style-type: none"> <li>• Consultation avec les intervenants par l'entremise :             <ul style="list-style-type: none"> <li>○ <b>du site Web du projet (<a href="http://www.gta-west.com">www.gta-west.com</a>)</b></li> <li>○ <b>d'un numéro de téléphone sans frais (1 877 522-6916)</b></li> <li>○ <b>de l'adresse de courriel de l'équipe du projet (<a href="mailto:project_team@gta-west.com">project_team@gta-west.com</a>)</b></li> <li>○ <b>de la page Twitter du projet</b></li> </ul> </li> </ul>

## Loi sur l'accès à l'information et la protection de la vie privée

Les commentaires et renseignements concernant cette étude seront recueillis pour aider le ministère des Transports étude à répondre aux exigences de la Loi sur les évaluations environnementales (EE). Cette information sera conservée au dossier pour être utilisée pendant l'étude et pourra être incluse dans la documentation du projet.

L'information recueillie sera utilisée conformément à la Loi sur l'accès à l'information et la protection de la vie privée. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Vous êtes encouragés à prendre contact avec un membre de l'équipe du projet si vous avez des questions ou des préoccupations concernant les renseignements ci-dessus.

## *Appendix B*

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### *Notification of Public Information Centre #2*

**ONTARIO GOVERNMENT NOTICE**  
**NOTICE OF PUBLIC INFORMATION CENTRE #2 - GTA WEST TRANSPORTATION CORRIDOR ROUTE**  
**PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2**

**THE STUDY:** In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 multimodal 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 (2019)*, 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 Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

**PUBLIC INFORMATION CENTRE #2 (PIC #2):**

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue. Location and dates:



**Thursday September 19, 2019**

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

Venetian Salon

**Château Le Jardin Conference Centre**

8440 Highway 27

Woodbridge, Ontario, L4L 1A5

**Thursday September 26, 2019**

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

Kinsmen Hall

**Gellert Community Centre**

10241 Eighth Line

Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**

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

Peel Junior Farmers Hall

**Brampton Fairgrounds**

12942 Heart Lake Road

Caledon, Ontario, L7C 2J3

**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. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly or to be added to the mailing list, please call the toll-free telephone line at **1-877-522-6916**, send an email to **project\_team@gta-west.com**, or write to the Project Team at the addresses provided below. Study information is available on the project website: **www.gta-west.com**. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation, Central Region  
159 Sir William Hearst Avenue, 4<sup>th</sup> Floor  
Toronto, ON M3M 0B7

**AVIS DU GOUVERNEMENT DE L'ONTARIO**  
**AVIS DU CENTRE D'INFORMATION N° 2 – PLANIFICATION DU CORRIDOR DE TRANSPORT OUEST DE LA RGT**  
**ET ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE, PHASE 2**

**L'ÉTUDE:** En juin 2019, le ministère des Transports a annoncé que le gouvernement relançait la phase 2 de la planification du corridor de transport Ouest de la région du Grand Toronto (RGT) et l'étude d'évaluation environnementale (EE) associée. À partir des recommandations de la phase 1, l'étude d'EE permettra d'identifier l'itinéraire, de situer les emplacements des correspondances et de terminer la conception préliminaire d'un nouveau corridor de transport dans la zone d'étude de planification de l'itinéraire. Le nouveau corridor de transport combiné comprendra : une autoroute de la série 400, une voie réservée aux piétons-autobus et de possibles caractéristiques prioritaires pour la circulation de marchandises.

Le corridor de transport Ouest de la RGT constitue une infrastructure de transport essentielle qui contribuera à répondre à la croissance prévue en termes de population et d'emploi identifiée dans le *Plan de croissance de la région élargie du Golden Horseshoe (2019)*, et il permettra de nombreux avantages, notamment les suivants :

- Une meilleure liaison entre les centres de croissance urbains;
- Une amélioration de la circulation des personnes et des marchandises;
- L'amélioration des trajets quotidiens; et
- Une plus grande vitalité économique.

L'étude portant sur le corridor Ouest de la RGT est réalisée comme une EE individuelle conformément à la *Loi sur les évaluations environnementales de l'Ontario* et au Cadre de référence de l'évaluation environnementale du corridor de transport Ouest dans la RGT, qui a été approuvé par le ministère de l'Environnement de l'Ontario le 4 mars 2008.

**CENTRE D'INFORMATION N° 2 :** Le centre d'information n° 2 portera sur le processus de l'étude, l'itinéraire retenu sur le plan technique

ainsi que la zone d'analyse focalisée de 2019, et présentera une occasion de participer à l'élaboration de plans de valeur collective pour l'étude du corridor de transport Ouest de la RGT. Le centre d'information n° 2 constituera un centre informel sans inscription où les représentants de l'équipe du projet seront disponibles pour répondre aux questions. La même information sera présentée à tous les établissements. Lieux et dates :

**Jeudi 19 septembre 2019**

de 16 h à 20 h

Venetian Salon

**Centre de conférence du Château Le**

**Jardin**

8440 Highway 27

Woodbridge (Ontario) L4L 1A5

**Jeudi 26 septembre 2019**

de 16 h à 20 h

Kinsmen Hall

**Centre communautaire Gellert**

10241 Eighth Line

Georgetown (Ontario) L7G 4S5

**Jeudi 3 octobre 2019**

de 16 h à 20 h

Peel Junior Farmers Hall

**Brampton Fairgrounds**

12942 Heart Lake Road

Caledon (Ontario) L7C 2J3



**COMMENTAIRES:** Les commentaires sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe de projet du corridor de transport Ouest de la RGT. Ces éléments seront conservés afin d'être utilisés tout au long du projet et pourront être inclus dans la documentation du projet afin de répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. L'information recueillie sera utilisée 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*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec l'équipe du projet. Pour contacter directement l'équipe du projet ou pour être ajouté à la liste de distribution, veuillez composer le numéro sans frais **1 877 522-6916**, envoyer un courriel à **project\_team@gta-west.com**, ou écrire à l'équipe à l'une des adresses ci-dessous. Vous pouvez consulter l'information relative à l'étude sur le site Web du projet : **www.gta-west.com**. Des renseignements sont disponibles en français au 289 835-2484 (Yannick Garnier).

Jim Dowell, ing., chargé de projet de firme de conseils  
WSP  
610, rue Chartwell, bureau 300  
Oakville (Ontario) L6J 4A5

Lukasz Grobel, ing., gestionnaire de projets du MTO  
Ministère des Transports de l'Ontario, région du Centre  
159, avenue Sir William Hearst, 4<sup>e</sup> étage  
Toronto (Ontario) M3M 0B7

## *Letter Templates for the Addressed Notification of Public Information Centre #2*

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**MP and MPP – Letter Template**

August 23, 2019

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal 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 (2019)*, 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 Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

**This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.**

Location and dates:

**Thursday September 19, 2019**  
4:00 p.m. to 8:00 p.m.  
Venetian Salon  
Château Le Jardin Conference  
Centre  
8440 Highway 27  
Woodbridge, Ontario, L4L 1A5

**Thursday September 26, 2019**  
4:00 p.m. to 8:00 p.m.  
Kinsmen Hall  
Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
4:00 p.m. to 8:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

The enclosed “Notice of Public Information Centre #2” will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Mississauga le Metropolitain *	Wednesday September 4, 2019
Turtle Island News	Wednesday September 4, 2019
Two Row Times	Wednesday September 4, 2019
Mississauga News	Thursday September 5, 2019
Caledon Citizen	Thursday September 5, 2019
Vaughan Citizen	Thursday September 5, 2019
King Township Sentinel	Thursday September 5, 2019
Georgetown Acton Independent Free Press	Thursday September 5, 2019
Milton Canadian Champion	Thursday September 5, 2019
Guelph Tribune	Thursday September 5, 2019
Erin Advocate	Thursday September 5, 2019
(Bolton) Caledon Enterprise	Thursday September 5, 2019
Brampton Guardian	Thursday September 5, 2019
Toronto L’express*	Friday September 6, 2019
Toronto Star	Saturday September 7, 2019

\* **Published in French**

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.

Should you require further information on the study or if you have any accessibility requirements in order to participate in this project, please feel free to contact me at 416-235-5616. You may also contact the Project Team at [project\\_team@gta-west.com](mailto:project_team@gta-west.com). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

Sincerely,

---

**Lukasz Grobel, P. Eng.**  
**MTO Project Manager**

cc: Chris Barber, MTO  
 Jim Dowell, WSP  
 Britta Patkowski, AECOM

Encl. Ontario Government Notice – Notice of PIC #2

**External (Municipalities and Agencies) – Letter Template**

September 3, 2019

«First\_Name» «Last\_Name»  
 «Job\_Title»  
 «CompanyOrg»  
 «Address»  
 «City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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Your organization is invited to attend one of the PIC #2 preview sessions:

**Thursday September 19, 2019**  
 3:00 p.m. to 4:00 p.m.  
 Venetian Salon  
 Château Le Jardin Conference  
 Centre  
 8440 Highway 27

**Thursday September 26, 2019**  
 3:00 p.m. to 4:00 p.m.  
 Kinsmen Hall  
 Gellert Community Centre  
 10241 Eighth Line  
 Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
 3:00 p.m. to 4:00 p.m.  
 Peel Junior Farmers Hall  
 Brampton Fairgrounds  
 12942 Heart Lake Road  
 Caledon, Ontario, L7C 2J3

Woodbridge, Ontario, L4L 1A5 | |

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

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 any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to [project\\_team@gta-west.com](mailto:project_team@gta-west.com), or write to the Project Team at the addresses provided below. Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

**Public, Interest Groups, Utilities – Letter Template**

September 3, 2019

«First\_Name» «Last\_Name»  
 «Job\_Title»  
 «CompanyOrg»  
 «Address»  
 «City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal 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 (2019)*, 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 Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

**Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.**

Location and dates:

**Thursday September 19, 2019**  
 4:00 p.m. to 8:00 p.m.  
 Venetian Salon  
 Château Le Jardin Conference  
 Centre  
 8440 Highway 27  
 Woodbridge, Ontario, L4L 1A5

**Thursday September 26, 2019**  
 4:00 p.m. to 8:00 p.m.  
 Kinsmen Hall  
 Gellert Community Centre  
 10241 Eighth Line  
 Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
 4:00 p.m. to 8:00 p.m.  
 Peel Junior Farmers Hall  
 Brampton Fairgrounds  
 12942 Heart Lake Road  
 Caledon, Ontario, L7C 2J3

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

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 any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to [project\\_team@gta-west.com](mailto:project_team@gta-west.com), or write to the Project Team at the addresses provided below. Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

**Regulatory Agency Advisory Group – Letter Template**

September 3, 2019

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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**This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.**

Your organization is invited to attend one of the PIC #2 preview sessions:

**Thursday September 19, 2019**  
3:00 p.m. to 4:00 p.m.  
Venetian Salon  
Château Le Jardin Conference  
Centre  
8440 Highway 27

**Thursday September 26, 2019**  
3:00 p.m. to 4:00 p.m.  
Kinsmen Hall  
Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
3:00 p.m. to 4:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

Woodbridge, Ontario, L4L 1A5 | |

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

**As you were a valued member of the GTA West Regulatory Agency Advisory Group (RAAG), we would like to inform you that this group is being reconvened. We are planning to hold RAAG Meeting #4 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you or a replacement representative wish to continue as a member of the RAAG (project\_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.**

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 any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project\_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
project\_team@gta-west.com

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

**Community Advisory Group – Letter Template**

September 3, 2019

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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**Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.**

Location and dates:

**Thursday September 19, 2019**  
4:00 p.m. to 8:00 p.m.  
Venetian Salon  
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Centre  
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Woodbridge, Ontario, L4L 1A5

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Georgetown, Ontario, L7G 4S5

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Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

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**As you were a valued member of the GTA West Community Advisory Group (CAG), we would like to inform you that this group is being reconvened. We are planning to hold CAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the CAG ([project\\_team@gta-west.com](mailto:project_team@gta-west.com) or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.**

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Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

**Greenbelt Transportation Advisory Group – Letter Template**

September 3, 2019

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

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Location and dates:

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Château Le Jardin Conference  
Centre  
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Woodbridge, Ontario, L4L 1A5

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4:00 p.m. to 8:00 p.m.  
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Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
4:00 p.m. to 8:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

**As you were a valued member of the GTA West Greenbelt Transportation Advisory Group (GTAG), we would like to inform you that this group is being reconvened. We are planning to hold GTAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the GTAG ([project\\_team@gta-west.com](mailto:project_team@gta-west.com) or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.**

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Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

September 3, 2019

**Municipal Advisory Group – Letter Template**

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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**This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.**

Your organization is invited to attend one of the PIC #2 preview sessions:

**Thursday September 19, 2019**  
3:00 p.m. to 4:00 p.m.  
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Château Le Jardin Conference  
Centre  
8440 Highway 27  
Woodbridge, Ontario, L4L 1A5

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3:00 p.m. to 4:00 p.m.  
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Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
3:00 p.m. to 4:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

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**As you were a valued member of the GTA West Municipal Advisory Group (MAG), we would like to inform you that this group is being reconvened. We are planning to hold MAG Meeting #4 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you or a replacement representative wish to continue as a member of the MAG (project\_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.**

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 any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project\_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager  
Ontario Ministry of Transportation  
Central Region  
159 Sir William Hearst Avenue, 4th Floor  
Toronto, ON M3M 0B7

Sincerely,

---

**Britta Patkowski, MCIP, RPP**  
GTA West Project Team Member  
AECOM Canada Ltd.  
1-877-522-6916  
project\_team@gta-west.com

cc: Lukasz Grobel, MTO  
Chris Barber, MTO  
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

## Indigenous Communities – Letter Template

September 3, 2019

«Contact»  
«First\_Nation\_Community»  
«Address»

Dear «Greeting»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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

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

**This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view.** PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

**Thursday September 19, 2019**  
2:00 p.m. to 3:00 p.m.  
Venetian Salon  
Château Le Jardin Conference  
Centre  
8440 Highway 27  
Woodbridge, Ontario, L4L 1A5

**Thursday September 26, 2019**  
2:00 p.m. to 3:00 p.m.  
Kinsmen Hall  
Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
2:00 p.m. to 3:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Additionally, following PIC #2 the Project Team would like to meet with your community to provide an overview of the material presented at PIC #2, respond to questions, and discuss strategies to incorporate your input into the Study and address concerns. We will send an invitation closer to that time and work with you to arrange this meeting.

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, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at [lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

Sincerely,

---

**Lukasz Grobel, P. Eng.**  
**MTO Project Manager**

cc: Chris Barber, MTO  
Leslie Currie, MTO  
Jim Dowell, WSP  
Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

## Williams Treaties First Nations – Letter Template

September 3, 2019

«Contact»  
«First\_Nation\_Community»  
«Address»

Dear «Greeting»:

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

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. 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 (refer to the enclosed Notice). The new multimodal 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 (2017)*, 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 Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

**This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view.** PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

**Thursday September 19, 2019**  
2:00 p.m. to 3:00 p.m.  
Venetian Salon  
Château Le Jardin Conference  
Centre  
8440 Highway 27  
Woodbridge, Ontario, L4L 1A5

**Thursday September 26, 2019**  
2:00 p.m. to 3:00 p.m.  
Kinsmen Hall  
Gellert Community Centre  
10241 Eighth Line  
Georgetown, Ontario, L7G 4S5

**Thursday October 3, 2019**  
2:00 p.m. to 3:00 p.m.  
Peel Junior Farmers Hall  
Brampton Fairgrounds  
12942 Heart Lake Road  
Caledon, Ontario, L7C 2J3

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Additionally, following PIC #2 the Project Team would like to meet with your community to provide an overview of the material presented at PIC #2, respond to questions, and discuss strategies to incorporate your input into the Study and address concerns. We will send an invitation closer to that time and work with you to arrange this meeting.

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, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at [lukasz.grobel@ontario.ca](mailto:lukasz.grobel@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

Sincerely,

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**Lukasz Grobel, P. Eng.**  
**MTO Project Manager**

cc: Chris Barber, MTO  
Leslie Currie, MTO  
Jim Dowell, WSP  
Britta Patkowski, AECOM Canada Ltd.  
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Encl. Ontario Government Notice – Notice of PIC #2

**Métis Nation of Ontario – Letter Template**

September 3, 2019

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

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

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Thank you for your cooperation and assistance.

Sincerely,

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**Lukasz Grobel, P. Eng.**  
**MTO Project Manager**

cc: Chris Barber, MTO  
Leslie Currie, MTO  
Jim Dowell, WSP  
Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

## *Appendix C*

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# *Synopsis of Public Information Centre #2 Comments*

September 19, 2019 at the Château Le Jardin Conference Centre (York Region)

	Written Comment	Verbal Comment
<b>Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives</b>		
General support for the Technically Preferred Route.	X	
Support for the Technically Preferred Route and wish construction would start as soon as possible.	X	
The Technically Preferred Route will alleviate congestion on local roads. Highway 401 is way too busy and Highway 407 is too expensive.	X	
We live 1.8km from the transportation corridor. It will impact us with air pollution, noise, traffic, and property depreciation.	X	
Prefer a route that is farther north in the east section of the study area.	X	X
Inquiry about whether the Technically Preferred Route is a done deal.	X	
Concern about impacts to the Greenbelt and Ecosystem Services.	X	
The Technically Preferred Route in Section 4 should be moved further north to make better transitions with Sections 3 and 5. This route would be shorter and straighter. The Chinguacousy Road interchange should be north of Old School Road.	X	
Alternative S4-2 (northerly route) is preferred over Alternative S4-1 as it is more economical and provides more separation to the Mayfield West community (congestion, noise, air quality). Alternative S4-2 also has less watercourse crossings (18 vs. 21), impacts less habitat (18.4 ha vs. 22.7 ha) and will fragment less agricultural lands.	X	
The Technically Preferred Route is useless for businesses and goods movement as traffic is directed into Toronto. The Technically Preferred Route also does not help transportation further east (Kingston, Lindsay, Montreal). Traffic will be dumped onto Highway 410.	X	
The Technically Preferred Route should connect to Highway 9 north of Orangeville.	X	X

	Written Comment	Verbal Comment
The Technically Preferred Route will destroy a planned residential community east of Huntington Road. Insufficient weight was given to this impact, especially since an alternative route was among the short list which would have avoided this community.	X	
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.	X	
The land use criteria does not consider Mayfield West Phase 2 Stages 2 + 3. The future land uses criteria should consider Town of Caledon's planning for the complete Mayfield West community.	X	
The extension of Highway 410 as part of the Technically Preferred Route goes through 5 of our family's agricultural properties. Request that members of the Project Team come for a site visit before confirming the Preferred Route, to fully understand the impacts on the family's agricultural operations.	X	
The Technically Preferred Route will result in noise impacts to property owners on Weston Road and King Vaughan Road as well as impacts to amphibians, piliated woodpeckers, great horned owls, the Greenbelt and heritage resources. Alternative S9-2 does not impact heritage resources and Alternative S9-3 would impact lands north of Kirby Road which are already clear cut (i.e. less impacts to wildlife).	X	X
Weston Road cannot accommodate on and off-ramps.	X	
This study needs to be re-evaluated. The statistics are outdated.	X	
The Technically Preferred Route should go north of King Road.	X	
The partial interchange at Weston Road should be eliminated as its too close to Highway 400 and its purpose is not demonstrated.	X	

	Written Comment	Verbal Comment
Utility relocations need to be considered in the early stages of design. Impacts to large watermains, trunk sewers, wells and groundwater structures need to be considered in the evaluation of alternatives. Inquiry regarding whether Regional municipal staff were consulted regarding the evaluation of alternatives.	X	
Extend Highway 427 to Highway 9.	X	
In Sections 4 and 5, the Technically Preferred Route should be pushed north adjacent to the airport to eliminate the 'dead space' between the two. This would also minimize impacts to the forested area which is part of the Etobicoke Creek Conservation Area east of Highway 10. In Section 4, the Chinguacousy Road interchange is too close to Old School Road.	X	
Many people commute from Orangeville and Shelbourne. The Technically Preferred Route is too far south and too close to Highway 407.	X	
The transportation corridor no longer makes sense. Hundreds of thousands of people now live around the corridor that did not when the idea for the corridor was conceived. The corridor should go between Barrie and Bradford. The Technically Preferred Route is too close to Highway 407 to be effective.	X	
The Technically Preferred Route is a road to nowhere as you cannot continue east of Highway 400.	X	
The partial interchange at Weston Road will cause more congestion on Weston Road.	X	
The Technically Preferred Route in Section 9 is too close to the Humber River and new subdivisions.	X	
Agree with technically preferred S9-1. This route offers the best use of land and leaves Kirby Road free for Vaughan's use.	X	
Solid evaluation process.	X	
Support for the Highway 410 interchange area. Going east of Heart Lake Road keeps the highway way from the strawberry fields subdivision and will allow the Abbotside Way connector road to be completed.	X	

	Written Comment	Verbal Comment
There is too much valley land along the Technically Preferred Route and the Conservation Authorities will make the cost of construction astronomical.	X	
Strong challenge from resident at Weston/King-Vaughan Road regarding the evaluation of routes for Section 9 – preferred route should be to the south since it impacts less Greenbelt lands. Impacts to wetland areas along northern route appear to be missed.		X
Selecting the north alignment in Section 9 was politically driven since the southern alignments go through lands owned by developers.		X
Proposing interchanges at busy arterial roadways such as Mayfield Road will add more traffic and make these arterials have a much worse level of service.		X
Do not impact the trail system within the Humber River area. Appreciate considerations to minimize impacts.		X
GTA West corridor should continue further west to Guelph/Kitchener.		X
City of Brampton is planning on building a hospital at the southwest corner of Bovaird Drive and Heritage Road, as well as employment farther north along Heritage Road. Inquiry about whether this was considered in the evaluation.		X
There is a Bolton development area which has been approved which does not work with the recommended interchange at Coleraine Drive.		X
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		X
Concern from property owners outside but near the route/FAA regarding how a highway would impact them (e.g. noise).		X
The connection to Highway 400 would cause further congestion along that route.		X

	Written Comment	Verbal Comment
City of Vaughan Transportation group noted a bridge rehabilitation project that they have started design on at King Vaughan Road over the East Humber River. They confirmed that it is no longer within the preferred route, so potentially not impacted by the project.		X
<b>2019 Focused Analysis Area</b>		
Much improved over previous versions.	X	
The Focused Analysis Area should be further reduced to release more developable land.	X	
The Focused Analysis Area is freezing lands that people purchased over 30 years ago as an investment to be developed. They will never reap the benefits of their investment. This is inconsiderate of existing land owners.	X	
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
Confusion regarding the NWGTA Study and the increase in lands of interest in the 2019 Focused Analysis Area.		X
Questions regarding the difference between Technically Preferred Route map and the 2019 Focused Analysis Area map.		X
<b>Transitway</b>		
The station locations look good but the lands should only be released when all is finalized.	X	
The lanes of the transitway should be located immediately next to the highway instead of a separate right-of-way to reduce the footprint of the multimodal transportation corridor and the associated impacts (property taking, vegetation, cost).	X	
Transitway stations should be located in the areas of greatest population (existing and future).	X	
Preference for station locations 2-11.	X	
Add more transit buses.	X	
Support for the transitway.		X
A bus-based transit system isn't appropriate for the corridor (limited capacity and outdated technology), but support the idea of an LRT/rail-based system.		X

	Written Comment	Verbal Comment
<b>Goods Movement Priority Features</b>		
Features should be recommended based on future planning needs and the Provincial Policy Statement. Allow shared truck and car lanes now and transition to truck only lanes when congestion warrants the shift. Promote night time travel for trucks to reduce congestion during daytime hours.	X	
Enact a law that prevents truck drivers from blocking all lanes on a highway.	X	
Trucks should be exempted from paying tolls on existing highways to reduce congestion on other highways instead of building the GTA West corridor.	X	X
This new highway may not help the trucking industry bypass/avoid congestion in the GTA.		X
<b>Other</b>		
Inquiry regarding definition of environmental policy area designation.	X	
The study should consider extending the route east of Highway 400. This is important for traffic flow and the land is still available.	X	
Inquiry regarding whether its possible to build the corridor above ground like the Gardiner Expressway. This may shorten the length of construction and reduce impacts to the environment.	X	
Relocate heritage homes where possible.	X	
This is the first time we are hearing about this study.	X	
Concern that the need for the highway wasn't demonstrated.	X	
Inquiry about impact to properties left adjacent to the transportation corridor. What will be done to ensure neighbouring properties located in the Greenbelt will remain as quiet, country retreats. Concern regarding exhaust, noise, congestion.	X	
The ministry should purchase Highway 407.	X	
Request for hard copies of some of the mapping.	X	
Allow people to move on with their lives. Stick to your Spring 2020 timeline for confirming the Preferred Route.	X	

	Written Comment	Verbal Comment
The Project Team staff were terrific. Well done. However, my hope is that this transportation corridor is not needed, and funds will be put to building more rail transit and incentives to carpooling and video conferencing.	X	
Please provide the explanation for why the GTA West Study was resumed when the Advisory Panel recommended the cancellation of the study. The Advisory Panel concluded that the new corridor would only decrease travel times by 1 minute in each direction. The corridor will only create water pollution and impacts to the environment.	X	
Consider congestion pricing or widening existing roadways as an alternative to the GTA West corridor .	X	
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.	X	
Inquiries about the timing of property acquisition.		X
Challenge the need and justification – we should be looking at developing strategies for changing people's behaviours to move away from peoples' reliance on cars with a focus on more public transit across the GTA.		X
Inquiry about whether there is financial compensation for people living next to the highway.		X
Inquiry about how this project is politically motivated. Will the study be cancelled again?		X
A 4-6 lane highway won't be sufficient and more lanes need to be constructed.		X
Interest in the status of other recommendations from Stage 1 of the Study. Why is the highway being emphasized over other initiatives?		X
Inquiries regarding partial vs. full buyouts.		X
General questions about the permission to enter process such as what the field investigations would involve, and when permission to enter forms/letters would be sent to property owners.		X

	Written Comment	Verbal Comment
Concern about the Hydro corridor study adding to the already wide footprint from the GTA West Study.		X
Request from the City of Vaughan for a Council presentation.		X
Protect the Greenbelt (love the work of the GTAG).		X
Inquiry regarding whether the CVP would incorporate sound-proofing/acoustic fencing or if that is another group.		X
Inquiry about whether Councillors would be able to represent their constituents at the CVP sessions.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff.		X
Frustration with multiple studies being initiated then cancelled. It creates uncertainty.		X
The ministry should focus on building infrastructure that supports autonomous cars.		X
CVPs are a great tool.		X
Happy with the level of knowledge of the project team and overall information provided at PIC.		X
Support for the project and happy that government is moving forward with this.		X
Concern that this project will intensify development in the area and may spread further north of the corridor.		X

September 26, 2019 at the Gellert Community Centre (Halton Region)

Comment Received	Written Comment	Verbal Comment
<b>Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives</b>		
General support for the Technically Preferred Route.		X
Support for the Technically Preferred Route and wish construction would start as soon as possible.		X
The Technically Preferred Route will alleviate congestion on local roads.		X
Inquiry about whether the Technically Preferred Route is a done deal.		X
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.		X
Inquiry about how Indigenous community interests were considered in the evaluation of the short listed route and interchange location alternatives. Information on consultation with Indigenous groups is lacking in the evaluation.	X	X
Interchanges at busy arterial roads such as Mayfield Road will add more traffic and degrade the levels of service on those arterial roads. Inquiry regarding whether these arterial roads would be widened.		X
GTA West transportation corridor should continue further west to Milton and Guelph/Kitchener.		X
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		X
Concern from property owners outside but near the route/FAA regarding how a highway would impact them (e.g. noise, air quality).		X
Comment that the evaluation of the short listed routes and interchange location alternatives may not have accurately reflected the impacts to pipelines. In Sections 2 and 3, there are at least two pipelines which have minimal cover and stakeholders inquired how the new transportation corridor would pass over them safely.		X

Comment Received	Written Comment	Verbal Comment
Request for the evaluation booklets to be posted online.		X
In Caledon there is not existing urban area along the route and no mass transit. The Remoteness of the Technically Preferred Route does not facilitate cycling and walkability.	X	
The GTA West transportation corridor is redundant to Highway 407.	X	
Westbound traffic from the Mayfield interchange will have to use River Road and the two lane crossing of the Credit River. This roadway is curvilinear with steep grades on the easterly approach to the Credit River. Operations on this road are problematic due to the alignment and the steep grades especially as this route is used by heavy vehicles. The concern is that the new interchange will add a significant volume of traffic to this road making a bad situation worse. It was also noted that this route could be used by vehicles bound for Acton and Guelph which would have more far reaching issues as these trips navigate their way over to Guelph Street and Highway 7.	X	X
Decisions should be made based on current planning practices.	X	
Concern about impacts to the community adjacent to 10 <sup>th</sup> Sideroad (noise, air quality, environmental).	X	
There is no clear direction for a driver coming from Mayfield Road to get to Old Pine Crest Road (Norval). Winston Churchill Boulevard is always very icy where it turns into Old Pine Crest Road. We would appreciate if someone would look into these issues.	X	
Some stakeholders questioned the outcomes of the evaluation process leading to the preferred route/interchanges (i.e. conclusions not consistent with their views).		X
Lack of a holistic view and appropriate consideration for biodiversity, sustainability, etc.		X
Some stakeholders noted the highway's negative impact on farmland — and implications for food security. Others noted that there aren't a lot of 'real farm owners' left in the area.		X

Comment Received	Written Comment	Verbal Comment
Inquiry about how servicing would work for employment lands east and west of the interchange at Highway 401/407.		X
Concern about significant environmental impacts at the Credit River crossing.		X
Town of Halton Hills and Region of Halton staff noted that Alternatives S2-2 and S3-4 do nothing to alleviate the current congestion problems through Norval. Commuting between Georgetown and Brampton creates a significant demand which is not met by the current two lane cross-section through Norval resulting in significant delays in the a.m. and p.m. peaks. In their opinion Alternative S2-1 would better serve this demand.		X
Town of Halton Hills and Region of Halton staff noted that an interchange on Bovaird Drive would exacerbate the problems through Norval.		X
Town of Halton Hills and Region of Halton staff noted that Alternative S1-2 allows traffic to access the Trafalgar Road interchange off of Highway 401. The ramp terminal intersection and the intersection of Trafalgar Road and Steeles Avenue already operate at capacity and the introduction of additional traffic will make a bad situation worse.		X
The Bovaird Drive interchange is seen as another connection for vehicles wanting to go to Acton and Guelph. Inquiry about how the commercial core of Georgetown is going to handle the traffic flow.		X
No public health indicators were specifically noted on the boards. Inquiry about why a health impact assessment is not being done.		X
Concern that the corridor would cut some lands in half and make development challenging.		X
Interest about municipal road improvements and how the GTA West transportation corridor impacts these.		X
Questions about why the transportation corridor does not continue further west and about past options (Stage 1) showing these alternatives.		X
Inquiry about why the Project Team would connect to an already busy interchange (401/407), bringing even more traffic there.		X

Comment Received	Written Comment	Verbal Comment
Rainbow Trout and Atlantic Salmon have been reintroduced in the approximate location of the Credit River crossing, and wanted to confirm if the team was aware and planning the crossing accordingly.		X
Regarding the section between Bovaird Drive and Mayfield Road, one attendee noted that that section of Winston Churchill Boulevard experiences significant snow drifting / whiteouts, and the GTA West transportation corridor should be planned to minimize the impacts of drifting snow.		X
<b>2019 Focused Analysis Area</b>		
Appreciate that 60% of the Route Planning Study Area is in the green area.		X
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
<b>Transitway</b>		
Support for the transitway.		X
Build a bicycle path along the transitway like is done in Las Vegas. The path can go under bridges and allow easy access on/off at interchanges to make getting to work or home easy.	X	
With climate change being such a predominant concern, the government should be investing in public transit like all day and weekend GO train service from Halton Hills.	X	
Need more of a focus on transit; planning around the car is outdated.		X
Attendees recognized the need for more transit service in the area and felt that it may help offset the traffic impacts of the highway.		X
The transitway should be planned as LRT, and coordinated with planning work for the hydro corridor to ensure power facilities for the LRT are protected for.		X
The transitway should be planned for both bus and truck use, getting trucks off the highway (freeing up capacity for car traffic) and also giving them priority.		X

Comment Received	Written Comment	Verbal Comment
The Region of Halton noted that their council has recently approved their transit strategy.		X
The GTA West transportation corridor should consider the implementation of active transport facilities (multi-use path) within the transitway right-of-way, and from adjacent communities to the proposed transitway stations.		X
<b>Goods Movement Priority Features</b>		
Support for truck only lanes.		X
Interest in the effect of goods movement on the region. Municipal policy changes for goods movement should include the GTA West multimodal transportation corridor.		X
Does not agree with the goods movement justification because the transportation corridor would end at 401/407 and not continue west and all the way down to the border.		X
<b>Other</b>		
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.		X
Inquiries about the timing of property acquisition and construction.		X
Concern about the Hydro corridor study adding to the already wide footprint for the GTA West Study.		X
Inquiry regarding whether the ministry would consider incorporating a cycling facility along the transitway. Its great for people movement and tourism and shows that the ministry is innovative.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff. Staff provided consistent answers to questions.		X
CVPs are a great tool.		X
Support for the project and happy that the government is moving forward with this.		X
Inquiry regarding how the Project Team notified stakeholders of PIC #2.		X

Comment Received	Written Comment	Verbal Comment
The mapping of the Greenbelt areas, natural heritage policy areas and provincially significant areas is poorly defined or inaccurate.	X	X
Do not toll the GTA West transportation corridor.	X	
Put more employment centres in non-Toronto areas.	X	
Stormwater facilities may be useful in sand/gravel areas.	X	
It is difficult to comment on the material when seen for the first time. Need time to review the material in detail and weigh the various criteria.	X	
This project is far too late and should have been in the works 30 years ago. You have to work with what you have and the little bit of open space left.	X	
This highway is really a metro bypass.	X	
As a resident of Halton, I am 100% opposed to this completely unnecessary road.	X	
Inquiry about why the government is not investing in current infrastructure. The GTA West transportation corridor seems to avoid the major city centres and is so close to Highway 407.	X	
Request for a PDF copy of the Greenbelt Guideline.	X	
The Project Team should consider compensating CAG and GTAG members for their travel to meetings in Vaughan, and especially if members have to take time off of work .		X
Just get on with it — make a decision and stick to it.		X
The new highway will be too expensive — both monetarily and from an environmental perspective — and that greater investment should be made in transit.		X
Some stakeholders noted the need to secure a change in provincial government in order to stop the project (again) — some simply asked what would happen if a different party were to assume power.		X
Some stakeholders noted the importance of considering flood prone areas and agricultural drainage/tiling.		X

Comment Received	Written Comment	Verbal Comment
Some stakeholders noted the cost of all of the work that has gone into the study and that it will be wasted if nothing gets built.		X
A number of people directly affected by the preferred route indicated a willingness to sell their property (in fact, some said they would prefer to do this sooner than later) — and some said they would prefer to sell all of their property given that they do not want to live adjacent to a highway.		X
Some stakeholders had questions about how this study fits with the new electricity transmission line study — and whether electrical infrastructure would be accommodated within the highway right-of-way.		X
Questions around need for the project and why growth can't be directed to other areas in the province such as London and Barrie		X
Inquiry about how the team is accommodating wildlife and minimizing impacts to the natural environment.		X
Brampton Flying School representatives noted that they would like high mast lighting to be kept low, and don't like the potential for a hydro corridor so close to them (would create a "wall" right by their runways).		X
The Environmental Assessment should be completed as soon as possible to provide certainty to residents in the study area.		X

**October 3, 2019 at the Brampton Fairgrounds (Peel Region)**

	<b>Written Comment</b>	<b>Verbal Comment</b>
<b>Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives</b>		
General support for the Technically Preferred Route.	<b>X</b>	<b>X</b>
Support for the Technically Preferred Route, expedite the schedule for the EA and start construction as soon as possible.	<b>X</b>	<b>X</b>
Prefer a route that is farther north towards Highway 9. The current Technically Preferred Route is too close to Highway 407.	<b>X</b>	<b>X</b>
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.		<b>X</b>
Utility relocations need to be considered in the early stages of design. Impacts to large watermains, trunk sewers, wells and groundwater structures need to be considered in the evaluation of alternatives.		<b>X</b>
Extend Highway 427 to Highway 9.		<b>X</b>
Solid evaluation process.		<b>X</b>
Support for the Highway 410 extension to a freeway-to-freeway interchange with the GTA West corridor over utilizing existing Highway 410.		<b>X</b>
GTA West corridor should continue further west to Guelph/Kitchener. There is currently a major bottleneck in Milton.	<b>X</b>	<b>X</b>
There is a Bolton development area which has been approved which does not work with the recommended interchange at Coleraine Drive.		<b>X</b>
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		<b>X</b>
Concern from property owners outside but in close proximity to the route/FAA regarding how a highway would impact them (e.g. noise).		<b>X</b>
Understand the need for the highway but there is still too much agricultural land being taken.	<b>X</b>	

	Written Comment	Verbal Comment
The route runs close to the Brampton-Caledon Airport. You need to ensure that any obstructions such as lighting masts do not protrude into the airport protected airspace. Please contact the airport representatives for information regarding the elevations and location of the protected airspace. Any protrusions into the protected airspace will affect operations at the airport and limit use of the runways.	X	
Chinguacousy Road interchange should be moved north of Old School Road to have regard for the Mayfield West Phase 2 development.	X	
Provide an overpass or underpass at Heart Lake Road. Do not want this road as a cul-de-sac. Downey's Farm relies heavily on Heart Lake Road for business access. Approximately 100,000 guests per year are received (~10,000 guests per weekend) and a truncated Heart Lake Road would negatively affect tourism in the area.	X	
Inquiry about how tourism was considered in the evaluation of alternatives.	X	
The increase in population in Orangeville and Caledon requires the GTA West corridor to be constructed.	X	
Need an interchange at Highway 50.	X	X
The route in Sections 4 and 5 needs to be pushed north, closer to the airport. The current Technically Preferred Route cuts through Etobicoke Creek Conservation Area lands with forests.	X	
Build the GTA West corridor underground.	X	
Not enough emphasis was placed on agriculture in the evaluation.	X	
There are too many interchanges. This will slow down the flow of traffic.	X	
Interchanges are spaced too far apart however all major connections are included.	X	
Inquiry about design of crossing roads that will not be interchanges (underpass, overpass, cul-de-sac).	X	
Some stakeholders who are affected by the GTA West corridor will voice their concerns but the rest of the population that doesn't comment probably	X	

	Written Comment	Verbal Comment
wants the transportation corridor. We need this highway.		
Start building the transportation corridor within 5-8 years.	X	
Support for Technically Preferred Route S6-1.	X	
Support for Technically Preferred Route S5-10.	X	
Inquiry about how vehicles would get from the interchange at 401/407 to Highway 403 without having to go on Highway 407?	X	
Do not support HOV lanes. They do not move more people faster and just add to the cost of constructing the transportation corridor.	X	
Interchanges are acceptable.	X	
Do not dead-end Humber Station Road at the GTA West corridor.	X	
The right-of-way should be protected to include infrastructure such as rail, buses, cars, hydro, gas. Put it all in at the same time.	X	
This study is very exciting and timely given the growth in the region. The infrastructure is greatly needed.	X	
Need to preserve ecosystems, farmland, and spots of beauty.	X	
A new Highway 410 extension should not be built when there is an existing highway that can be widened.	X	
Concern about movement of agricultural equipment when farms are severed.	X	
Inquiry about who decides level of significance in the evaluation.	X	
Inquiry about how climate change has been considered in the study.	X	
The highway won't be needed once autonomous cars are widely used.	X	
Inquiry about what will happen to designated heritage features that are impacted.	X	
The woodlot and wetland mapping does not show the full extent of existing conditions at the Highway 410 interchange locations (i.e. hydrological connection between Heart Lake Wetland Complex, woodlot should extend west under the preferred alignment).		X

	Written Comment	Verbal Comment
GTA West transportation corridor will result in significant traffic congestion issues at the two ends, i.e. Highway 400 and Highway 401.		X
Inquiry about whether the Project Team is coordinating with other road projects & EAs in the vicinity (e.g. Spine Road EA, Mayfield extension, etc.).		X
Concern over cutting off of cycling routes (especially on-road portion of The Great Trail that extends down Etobicoke Creek to Lake Ontario).		X
Request to build a multi-use trail that extends the entire length of the corridor.		X
Region of Peel Water and Wastewater group discussed their existing and future infrastructure plans through the study area and asked to coordinate the works to avoid unnecessary relocations in the future when the highway will be constructed. They are also open to try and modify the design of the pipes that will be in construction in the near future and requested a meeting with the project team and the exchange of shapefiles asap.		X
Concern for interchange at Bramalea Road since traffic exiting interchange will be going straight through residential neighbourhoods to the south. Consider replacing the Bramalea Road interchange with a midblock interchange between Bramalea Road and Dixie Road with a service Road connection or road to service both crossing roads.		X
Provide interchange at Sandalwood Parkway extension.		X
Inquiry about whether there will be a service road along the highway.		X
Concerned about interchange at Chinguacousy Road. If a detour is required then traffic will be forced onto Old School Road which can't handle that traffic. Chinguacousy Rod and Old School Road are town roads so don't see benefit for having interchange there.		X
High mast lighting may cause some issues with soybean crops. The crops that are nearest the lighting will stay green and the leaves won't drop,		X

	Written Comment	Verbal Comment
therefore not maturing at the same rate as the other plants and requiring multiple harvests.		
<b>2019 Focused Analysis Area</b>		
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
Excellent FAA. It helps development move forward.	X	X
<b>Transitway</b>		
Transitway stations should be located in the areas of greatest population (existing and future).		X
Support for the transitway.		X
Support LRT rather than bus rapid transit. Buses can be affected by weather, infrastructure for buses requires more land, and buses result in worse impacts to air and water.	X	
The transitway is pointless if there are no other major transit operations connecting to it. Investment is needed for GO trains from Bolton.	X	
Inquiry about what types of vehicles will be allowed to use the transitway (buses, trains, autonomous vehicles).	X	
<b>Goods Movement Priority Features</b>		
Trucks should be exempted from paying tolls on existing highways to reduce congestion on other highways instead of building the GTA West corridor.	X	X
Trucks need to be taken off roads. More electrical train engines are needed.	X	
<b>Other</b>		
Please provide the explanation for why the GTA West Study was resumed when the Advisory Panel recommended the cancellation of the study.		X
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.		X
Inquiries about the timing of property acquisition.		X
General questions about the permission to enter process such as what the field investigations would involve, and when permission to enter forms/letters would be sent to property owners.		X

	Written Comment	Verbal Comment
Request from the Town of Caledon for a Council presentation.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff.		X
CVPs are a great tool.		X
Support for the project and happy that government is moving forward with this.		X
Do not plan for a 4-lane highway and then expand it 5 years later. Plan for tomorrow's needs today and get approval for a 6 to 8-lane highway.	X	
Concern about impacts to agriculture and soils. Soil will not be able to absorb carbon from the atmosphere through plant roots once built on, there will be a lack of land to produce food.	X	
Inquiry about confirmation of right-of-way limit and property requirement.	X	
In favour of the GTA West transportation corridor. Hope that the Ministry gets funding as the area is terribly congested. This study needs to be completed quicker than scheduled.	X	
Support for the GTA West transportation corridor as it will bring thousands of jobs to the area.	X	
Requests to be added to the contact list and be informed of decisions.	X	
Any powerlines located along the highway will impact operations at the Caledon-Brampton Airport to the degree that some runways will not be able to accommodate take-offs and landings.	X	
Request for hard copy mapping.	X	
Its unfortunate that 4 years were lost on the project however the Project Team needs to now consult with Peel Federation of Agriculture.	X	
Highway 410 does not have adequate capacity to accommodate the current traffic volumes.	X	
Brampton and Vaughan need help developing their future plans.	X	
Money would be better spent on transit and commuter trains. Reduce the number of intersections on local roadways such as Mayfield Road. Just because a subdivision is built, it doesn't mean new traffic lights are needed.	X	

	Written Comment	Verbal Comment
The province should buy Highway 407.	X	
Inquiry about whether the GTA West corridor will be tolled.	X	
Oppose tolling of the GTA West transportation corridor.		X
Inquiry about whether there will be charging stations for electric vehicles along the GTA West corridor.	X	
Inquiry about whether permeable pavement will be used on the GTA West corridor.	X	

**Comments Received Between October 4, 2019 to November 22, 2019  
(Post Public Information Centre #2)**

	<b>Written Comment</b>	<b>Verbal Comment</b>
<b>Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives</b>		
Support for the Technically Preferred Route S2-2 in Section 2.	X	
Inquiries about study completion and construction timing.	X	
Opposition to the Technically Preferred Route in Section 8 (S8-3), specifically noting that the route will impact the planned North Kleinburg Secondary Plan Area. Several requests to re-evaluate the route based on land use and socio-economic environment factors.	X	X
Concern from property owners located within the FAA regarding how a highway would impact them (e.g. noise, air quality, walkability).	X	X
Concern about the partial interchange at Weston Road and how it will impact traffic travelling through Laskay. A note that the King-Vaughan Line at Pine Valley Drive is already a concern and that there have been traffic fatalities (5 within several kilometres within last 1.5 years).	X	
Request for shapefiles/KMZ files/CAD drawings of the Technically Preferred Route and 2019 FAA.	X	
Request for a digital copy of the Technically Preferred Route map.	X	
Request for the evaluation booklets to be posted online.	X	
Bolton community members noted they are concerned that the Region of Peel may lose designated employment lands if the current Technically Preferred Route is carried forward (specifically at the Northwest corner of Mayfield and Coleraine Drive).	X	
Request that Route S4-2 be carried forward as the Preferred Route alternative for Section 4.	X	
Request that Route S4-2 be modified to straighten the alignment and eliminate the interchange at Chinguacousy Road to provide a more efficient route along the corridor.	X	

	Written Comment	Verbal Comment
<b>2019 Focused Analysis Area</b>		
Several inquiries about how soon the restrictions outside of the 2019 Focused Analysis Area would be lifted so that development can proceed.	X	X
Inquiry about the contact person(s) from MTO that receives development applications.	X	
Request for the 2019 FAA to be shifted slightly at the eastern edge of the Preferred Route S3-4 to avoid impacting a stakeholder's property and woodlot.	X	
Request for an official confirmation that the Draft Approved development in the Mayfield West Phase 2 community (21T-16004C, Mayfield Developments Inc.) is released from the 2019 FAA.	X	
<b>Transitway</b>		
Support for the construction of a rapid transit corridor along a the highway. Request for the transitway to be fully grade-separated from vehicular traffic and integrated with the rest of the GTA's transit networks.	X	
<b>Goods Movement Priority Features</b>		
Support for goods movement design elements being considered for this project.	X	
<b>Other</b>		
Positive feedback on the PIC. The event was well staffed, and all information was readily available through the display boards and maps.	X	
Request for a contact person from the Town of Halton Hills that could provide further information on the widening of 9 <sup>th</sup> Line.	X	X
Concern for heritage properties being impacted along the corridor.	X	
Concern for the safety of cyclists using the roads within and adjacent to the corridor.	X	
Requests to be removed from the project contact list.	X	
Incorrect classification of land use on the General Future Land Use Map. An area in Section 8 is shown as rural on the map, however, the Secondary Plan designates the land as Residential.	X	X

	Written Comment	Verbal Comment
Question regarding the differences between the GTA West transportation corridor and the NWGTA transmission corridor.	X	
Request for the GTA West highway to be numbered as Highway 408.	X	
Concern about the environmental impacts, specifically related to climate change. Request for clarification on how these impacts will be mitigated.	X	
Inquiry on what firm will be used for the geotechnical drilling requirements.	X	
Request from the Ministry of Tourism, Culture and Sport to join the Community Advisory Group and/or Community Value Plan Group.	X	
Enbridge Gas noted they have a 24" xhp gas main within the TransCanada corridor, from south of Highway 401 to Pine Valley Drive. Requested inclusion in any further discussions about the pipeline corridor.	X	X
Request for a meeting between the Project Team and the Toronto Premium Outlet owners (in partnership with Simon Property Group).	X	
Request for digital copies of the PIC 2 display materials.	X	
Concern with the lack of active transportation considerations. Noted that the City of Vaughan lacks cycling infrastructure on the overpasses across the existing 400-series highways and that Highway 407 to the south and Highway 400 to the east act as significant barriers for cycling and other means of active transportation. Request information on what will be done to ensure that cycling and pedestrian infrastructure is contemplated and integrated into every interchange/section of the GTA West transportation corridor.	X	
Inquiries about the timing of property acquisition.	X	X
Inquiries about what environmental studies will be completed.	X	
Request to attend the TRCA Board of Directors meeting to present the PIC #2 materials (i.e. Technically Preferred Route, next steps).	X	

	Written Comment	Verbal Comment
<p>The GTA West transportation corridor should run west from Hwy 400 in Vaughan and connect to Hwy 401 where it meets Hwy 6 south of Guelph. This would immediately service the Guelph, Hamilton, Cambridge and the Kitchener-Waterloo areas, provide additional routes to Woodstock, London and beyond, and would provide relief for the already overburdened Hwy 401 through the GTA by providing an alternate east/west route for better movement of goods and people.</p>	<p>X</p>	

## *Appendix D*

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# *Advisory Group Meeting Minutes*

## Municipal Advisory Group (MAG)/Regulatory Agency Advisory Group (RAAG) – Meeting #4 Minutes

<b>Date of Meeting</b>	Wednesday, November 13, 2019	<b>Time</b> 1:00 p.m. – 4:00 p.m.
<b>Project Name</b>	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2	
<b>Location</b>	Courtyard Marriott Brampton, Windsor A Ballroom 90 Biscayne Crescent, Brampton, ON L6W 4S1	

### Attendees

Lukasz Grobel	MTO
Fahmi Choudhury	MTO
Chris Barber	MTO
Keith Cherneski	MTO
Jim Dowell	WSP
Sandy Nairn	WSP
Catherine Gentile	WSP
Silvia Furfurica	WSP
Tim Sorochinsky	AECOM
Patrick Puccini	AECOM
Britta Patkowski	AECOM
Christine Green	AECOM
Cristina Papadatos	AECOM
Saeideh Rasouli	AECOM
Glenn Pothier	GLPi
Maureen VanRavens	Town of Halton Hills, MAG Member
Melissa Ricci	Town of Halton Hills, MAG Member
Ivan Drewnitski	Town of Halton Hills, MAG Member
Bronwyn Parker	Town of Halton Hills, MAG Member
Chris Duyvestyn	City of Brampton, MAG Member
Henrik Zbogor	City of Brampton, MAG Member
Jayne Holmes	City of Brampton, MAG Member
Bishnu Parajuli	City of Brampton, MAG Member
Mario Goolsarran	City of Brampton, MAG Member
Mark Vandersluis	City of Mississauga, MAG Member
Kant Chawla	Town of Caledon, MAG Member
Shirley Kam	City of Vaughan, MAG Member
Vince Masacchio	City of Vaughan, MAG Member
Selma Hubjer	City of Vaughan, MAG Member
Steve Mota	York Region, MAG Member
Karyn Poad	Halton Region, MAG Member
Ann Larkin	Halton Region, MAG Member
Michael Bennington	Peel Region, MAG Member
Joy Simms	Peel Region, MAG Member
Richa Dave	Peel Region, MAG Member
Tina Detaramani	Peel Region, MAG Member
Nancy Lotecki	Peel Public Health, MAG Member
Peter Angelo	Township of King, MAG Member
Matt Killam	Peel Region Police, MAG Member

Sharon Lingertat	Toronto and Region Conservation Authority, RAAG Member
Shadi Shenouda	TransCanada Pipelines, RAAG Member
Darlene Quilty	MHBC Planning on behalf of TransCanada Pipelines, RAAG Member
Kim Peters	Niagara Escarpment Commission, RAAG Member
Caroline Polgrabia	Ministry of Heritage, Sport, Tourism and Culture Industries, RAAG Member
Maria Jawaid	Ministry of Natural Resources and Forestry, RAAG Member
Desmond Chan	407 ETR, RAAG Member
Nanseng Feng	407 ETR, RAAG Member
Anneleis Eckert	Ministry of Agriculture, Food and Rural Affairs, RAAG Member
Steven Norrie	Independent Electricity System Operator, RAAG Member
Alexandra Barrett	Independent Electricity System Operator, RAAG Member
Susan Harrison	Independent Electricity System Operator, RAAG Member
Areej Ashraf	Metrolinx, RAAG Member
Kevin Ng	Metrolinx, RAAG Member
Jim Arnott	Enbridge, RAAG Member
Cisca McInnis	Ministry of Energy, Northern Development and Mines, RAAG Member

**Distribution** Attendees, Regrets and Project Team

**Minutes By** Cristina Papadatos

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

<p><b>1. Introductions</b></p> <ul style="list-style-type: none"> <li>G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.</li> <li>G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the MAG/RAAG and presented an overview of the minutes from MAG/RAAG Meeting #3 held on May 11, 2015.</li> </ul>
<p><b>2. Study Overview</b></p> <ul style="list-style-type: none"> <li>The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates on the study schedule.</li> </ul>
<p><b>3. Debrief on Public Information Centre #2</b></p> <ul style="list-style-type: none"> <li>The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).</li> <li>The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments,</li> </ul>

however, most stakeholders were supportive of the multimodal transportation corridor.

- The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.
- The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.

**4. Session 1 – Overview of the evaluation of the short-listed route and interchange location alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area (FAA)**

- The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.
- The Project Team presented the draft 2019 FAA.
- The Project Team explained that the draft Technically Preferred Route and draft 2019 FAA are not final and will potentially be revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.
- It was also noted that MTO will continue to review development applications within the green areas on the draft 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.
- G. Pothier (GLPi) invited questions and general comments from the MAG/RAAG members before moving forward with the agenda. The following questions and comments were received:
- **Question:** Will there be any explanation on the evaluation methodologies for the short listed route alternatives – the reasoned argument method and the arithmetic method?
  - **Response:** At the last MAG/RAAG Meeting in 2015, we provided an overview of the approach for evaluating the short listed route alternatives including the reasoned argument and arithmetic methodologies. The presentation is available on the project website under the Advisory Group section.
- **Question:** Do you have any information on how the old route names correspond to the new route names? This would be helpful for municipal staff and Council members to easily see how their previous preferences compare to the draft Technically Preferred Route.
  - **Response:** Project Team members had a route conversion sheet at PIC #2, that showed what the old alternatives were and what they are now. We can share that with the Town of Caledon. When we started setting up the evaluation we moved section limits to make the evaluation more manageable. The routes stayed the same but the names of the sections changed.

*Note: Following the meeting, on November 22, 2019, B. Patkowski emailed the Town of Caledon a copy of the Route Conversion Sheet for the short-listed route alternatives for the GTA West Study.*

**5. Session 2: Issues to inform the preliminary design of the Preferred Route**

- G. Pothier (GLPi) initiated a group activity, where members of the MAG/RAAG were asked to provide their feedback on the following six questions. The responses are listed below.
- **Question 1:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 1 Responses:**
  - Climate change emergency.
  - Employment Area Secondary Plan (S1-2): TOR approved.
  - Regional Official Plan Reviews are including out to 2041.
  - Area Transportation Study at Steeles Avenue and Trafalgar Road.
  - Need a direct connection from Highway 401 at Trafalgar Road.
  - Horizon year change from 2031 to 2041 (we need to consider 2041 given Provincial/Municipal Policy).
  - Development approval changes (Mayfield Road West to west of Highway 410) and new development.
  - Preferred Route should not preclude lake-based servicing (water/sewage) for Nobleton given expansion (population and employment) to 2041.
  - How will this project consider/accommodate future 407 ETR expansion and geometry?
  - Vaughan: new development south of Kirby Road in the SE quadrant (Copper Creek Golf Club).
  - Public health impact assessment.
  - Impact on active transportation facilities (i.e. connections/connectivity).
  - Integrate transit hubs and active transportation.
  - Vaughan Super Trail - active transportation.
  - Approved Secondary Plan – Weston Road Area.
  - Agriculture impacts.
  - Growth Plan updated this year – new agricultural land mapping available online.
  - Sandalwood Parkway interchange should be considered.
  - Heritage Heights Secondary Plan – S3-4.
  - Coleraine Drive developments (ongoing) impact recommended interchange location.
  - Kleinburg Bypass built under S8-3.
  - Constructed and planned TransCanada pipelines (e.g. in Highway 427 interchange area).
  - Site plan approved development should be considered (i.e. northeast of Highway 410/Mayfield Road).
  - Truck restrictions on some roads – Chinguacousy Road and Bramalea Road (where interchanges are planned).
  - Official Plan updates and settlement area boundary expansions.
  - MNRF has shared current mapping.
  - S5 – Brampton Flying Club is engaged in IESO consultation. Close proximity; technically feasible but will be tight.
  - Kleinburg Transformer Station – will need good access.

- Southwest corner of Heart Lake Road/Mayfield Road employment lands – application may overlap with the study area (submitted to MTO in October 2019).
- **Question 2:** What are the hot button topics that the Project Team will need to address? What else are you hearing from stakeholders?
- **Question 2 Responses:**
  - Impacts of GTA West transportation corridor at future interchanges on traffic on local roads (Bovaird Drive, Winston Churchill Boulevard).
  - Mitigation measures for impacts to communities (e.g. Norval Bypass).
  - How will the transportation corridor cross Town/Regional Roads?
  - Norval community impacts.
  - Impacts to Trafalgar Road and Steeles Avenue intersection.
  - New Highway 410 extension through Mayfield West (MTO should consider a working group with Caledon and Peel to address alignment refinements).
  - Overall impact of GTA West transportation corridor on 407 ETR volumes (revenue and use).
  - Refer to the City of Vaughan staff report for additional comments on the study.
  - Stakeholders in Huntington Road area.
  - Updated floodplain mapping.
  - Air quality – current/future sensitive areas will be impacted by the highway (residences/schools/daycare).
  - Noise Measures to mitigate air quality.
  - Heavy vehicles, goods movement will contribute to air quality impacts.
  - Consider the timing of construction of the GTA West transportation corridor in conjunction with municipal developments.
  - Digital files of draft Technically Preferred Route and draft 2019 Focused Analysis Area – when will they be available?
  - When will lands outside of the Focused Analysis Area be released?
  - Avoid any pipeline corridor relocation (moving takes additional time and money) – look at Section 3.
  - Transitway construction timing – same timing as highway?
  - Impacts to development lands.
  - Impacts to Nashville management track.
  - Impacts to Humber River and Heart Lake Road Wetland Complex.
  - Environmental related impacts to all crossings.
  - Watercourse modelling.
  - Trails.
  - Noise mitigation measures - plant trees now.
  - Agriculture impact assessment.
  - Public health impact assessment.
  - Stormwater from transitway and stations.
  - Water/wastewater infrastructure (existing and planned).
  - Confirm need for additional lane requirements on Highway 401 now, in advance of the GTA West transportation corridor.
  - Integration with existing transit (e.g. GO Service).

- Brampton Flying Club – Hurontario Street/Old School Road; very engaged stakeholders.
  - Good to provide certainty as soon as possible.
  - Transmission corridors make great active transportation routes and good for parking lots (carpool lots).
  - Hurry up! Finish before 2022.
  - Brampton would love to see another interchange at Sandalwood Parkway.
  - The study maps show a potential transitway station at Sandalwood Parkway, but there is no interchange at this location. How would the access route to this transitway be designed?
- **Question 3:** What perspective or insight do you want to share about the Coleraine Drive Interchange?
  - **Question 3 Responses:**
    - This interchange should provide easy access to both Caledon and Brampton employment lands with an easy access to the Highway 427 extension.
    - Ugly concept.
    - Highway 50 is a truck route – unfortunate that we cannot connect to this highway.
    - Local context needs to be considered.
    - Can you consider a partial interchange at Highway 50?
    - Keep the interchange north of Mayfield Road (southern highway network has been designed).
    - Do not eliminate the interchange.
    - Continue meeting with the municipalities regarding interchange alternatives.
  - **Question 4:** What perspective or insight do you want to share about the GTA West/Highway 401/407 interchange?
  - **Question 4 Responses:**
    - Concern regarding traffic impacts on Steeles Avenue.
    - Need detailed traffic analysis
    - Request for horizontal alignment and vertical profile details.
    - Implications to 407 ETR (volumes, revenue).
    - How is the transitway being incorporated into this interchange given space/complexity (e.g. dedicated ramps, structures, etc.).
    - Will the highway be tolled?
    - Consider east/west and north/south connections – full movement.
    - Consider connections to Lisgar GO Station – connect via local hydro corridor?
  - **Question 5:** What perspective or insight do you want to share about the Highway 410 extension and interchange?
  - **Question 5 Responses:**
    - What will be the designation and function of existing 410/10 once the new Highway 410 extension is in place?

- Refine new Highway 410 extension to minimize impacts on development lands.
  - Consider aggregate resources along new Highway 410.
  - What is the anticipated truck usage along new Highway 410?
  - A northerly extension of Highway 410 beyond the GTA West transportation corridor should be considered.
  - Need a Caledon Village bypass due to volumes of trucks.
  - Consider impacts and mitigation measures for wetlands.
  - Highway 410 extension – tile drains, more detailed agricultural impact assessment.
  - Provide access to/from all directions between Highway 410 and the GTA West transportation corridor.
  - Transitway – will the station footprints include carpool lots? Will the right-of-way protection cover this?
- **Question 6:** How do we integrate new highway infrastructure with existing and planned infrastructure?
  - **Question 6 Responses:**
    - Consider impacts to water and wastewater infrastructure.
    - Uncertainty with respect to location and timing of municipal servicing given potential impacts from the GTA West transportation corridor.
    - Need to see grade separation details.
    - Can the proposed transitway be used as an Emergency Detour Route to minimize impacts on local roads?
    - How is GTA West Study considering autonomous vehicles in the design (e.g. 407 ETR has implemented new lane markings)?
    - Is the GTA West Study protecting for future road maintenance facilities?
    - How is the GTA West Study incorporating Intelligent Transportation Systems (e.g. traffic volume counting)?
    - How is GTA West Study incorporating Service Centres (e.g. ONroute)?
    - Design geometrically for 150 km/h (not 120 km/hr) to accommodate higher future speed limits (e.g. 130 km/hr posted).
    - Consider the City of Vaughan Water Master Plan and Transportation Master Plan.
    - Consider the York Region Transportation Master Plan and Water and Sewer Master Plan.
    - Maintain all existing road connections across the GTA West right-of-way.
    - Are crossings being designed to accommodate regular vehicles, farm vehicles and active transportation?
    - Public health requires connectivity for active transportation.
    - Treatment of crossing roads should be shared as early as possible with municipalities.
    - Do not preclude the opportunity for hydro crossings.
    - Truck weigh stations/gas stations should be constructed close to designated trucking routes.
    - Consider planned and ongoing municipal road projects including traffic analysis.

- Keep all infrastructure within the GTA West right-of-way.
- Reconsider the best practices for multimodal corridors (i.e. cycling corridors, pedestrian interface and natural assets).
- Include Cycle Ontario as a stakeholder. [*Post Meeting Note: Cycle Ontario was added to the project contact list*].
- Use adjacent electricity transmission corridor to incorporate an active transportation corridor.
- Interchange at Highway 50.
- Extend GTA West transportation corridor to the east of Highway 400.
- Consideration for future automated vehicles (i.e. passenger and commercial).
- Interchanges should be 2 km apart.
- IESO needs advanced notice from MTO before releasing lands.
- Northwest GTA Corridor Identification Study was structured so that MTO and IESO and Ministry of Energy were all working together. Now the studies are separate and are operating with different processes and timelines.
- IESO is generally able to follow parallel to the GTA West transportation corridor as long as areas aren't land locked. Need to make sure that IESO can still protect for lands that MTO releases.
- Ministry of Energy is working on a long-term (10-20 year) plan as part of the IESO Study.
- Request early consultation with TransCanada as it takes approx. 2-3 years to schedule any type of upgrade or remediation to pipelines.
- TransCanada is open to meetings with the Project Team and would like the opportunity to provide input on the preliminary design as early as possible.
- Noise mitigation – what will it look like, who will own and maintain the infrastructure?
- Landscaping considerations – context sensitive design should be considered given this is becoming an urban area.

**Additional Written Comments/Questions raised by stakeholders:**

- **Comments/Questions regarding Highway 400:**
  - Air Quality is an issue throughout.
  - Do not preclude an interchange at either Kirby Road or King-Vaughan Road at Highway 400. An interchange at Kirby Road may be more important given the overall Regional context.
  - No plans for an interchange at Pine Valley Drive – only when all other options have been built will this be a consideration.
  - Pine Valley Drive – how many kms and what connectivity?
- **Comments/Questions regarding the IESO's and TransCanada Energy's interest in various interchanges:**
  - Crossing considerations at any interchanges that impact pipelines.
  - Costs associated with upgrades or remediation.
  - Potential impacts at Weston Road Interchange. There is a pipeline connecting to TransCanada Energy Compressor Station (11200 Weston

- Road) that crosses under the proposed Weston Road interchange. This station is the most central and largest facility in Ontario.
- Access to/from compressor station will be of interest.
  - Potential impacts at Winston Churchill Boulevard interchange.
- **Other Comments/Questions:**
    - Provide digital layers of the draft Technically Preferred Route and draft 2019 Focused Analysis Area.
    - Ninth Line parcel – request for exclusion from FAA//Parkway Belt designation.

**6. Next Steps and Schedule**

- The Project Team reviewed the next steps of the project.
- Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings/Council delegations.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

**7. Open Forum and Closing Remarks**

- G. Pothier (GLPi) asked the MAG/RAAG if there were any further questions or comments for the Project Team.
- **Question:** Is it too late in the process for the Study Area to change?
  - **Response:** For the scope of this specific study we're not looking at extending further west or east or further north but that's not to say that it precludes any of that to be considered in the future under a separate EA.
- **Comment:** We should move the interchange at Bramalea Road and Chinguacousy Drive because those are mostly town roads and they are not big enough to take on the volume of such high traffic.
- **Comment:** One area that we're hoping to get information on is the timing of the IESO study because when the GTA West Study is ready to release lands, the IESO may not be able to protect what they need or release lands at the same time.
- **Comment:** Future technologies (e.g. hydrogen for trucks and associated infrastructure at gas stations) needs to be accommodated.
- **Comment:** Consider landscaping for noise mitigation.
- **Question:** Is this project being planned around a carbon neutral strategy?
  - **Response:** Specialists took a high level look at air quality and climate change factors for the detailed evaluation of the short listed route alternatives. During the preliminary design stage, we will be conducting an air quality impact assessment which will identify impacts and potential mitigation measures for air quality/greenhouse gas emissions.
- **Question:** Is the transitway just planned for one side? And how about utilities?
  - **Response:** The transitway is being planned for one side but it may transition from one side to the other as required. This will be determined during the preliminary design phase. It is our understanding that the electricity transmission corridor will be on one side as well.
- **Question:** Has consideration been given to accommodate rail in the future?

- **Response:** The design of the transitway will not preclude conversion in the future to light rail.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- Meeting was adjourned at approximately 4:00 p.m.

## Greenbelt Transportation Advisory Group (GTAG) – Meeting #3 Meeting Minutes

<b>Date of Meeting</b>	Thursday, November 14, 2019	<b>Time</b> 1:00 p.m. – 4:00 p.m.
<b>Project Name</b>	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2	
<b>Location</b>	Element Vaughan Southwest, Oak Room 6170 Highway 7, Vaughan, ON L4H 0R2	
<b>Attendees</b>	Lukasz Grobel, MTO Fahmi Choudhury, MTO Chris Barber, MTO Keith Cherneski, MTO Prashanth Selvakumar, MTO Jim Dowell, WSP Sandy Nairn, WSP Catherine Gentile, WSP Tim Sorochinsky, AECOM Britta Patkowski, AECOM Christine Green, AECOM Saeideh Rasouli, AECOM Glenn Pothier, GLPi	
	GTAG Members removed in accordance with the <i>Freedom of Information and Protection of Privacy Act</i>	
<b>Distribution</b>	Attendees, Regrets and Project Team	
<b>Minutes By</b>	Christine Green	

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

<p><b>1. Introductions</b></p> <ul style="list-style-type: none"> <li>G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.</li> <li>G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the GTAG and presented an overview of the minutes from GTAG Meeting #2.</li> </ul>
<p><b>2. Study Overview</b></p> <ul style="list-style-type: none"> <li>The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates to the study schedule.</li> </ul>
<p><b>3. Debrief on Public Information Centre #2</b></p> <ul style="list-style-type: none"> <li>The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).</li> <li>The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments, however, most stakeholders were supportive of the multimodal transportation corridor.</li> </ul>

<ul style="list-style-type: none"> <li>• The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.</li> <li>• The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.</li> </ul>
<p><b>4. Session 1: Overview of the evaluation of the short-listed route and interchange location alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area (FAA)</b></p> <ul style="list-style-type: none"> <li>• The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.</li> <li>• The Project Team presented the draft 2019 FAA.</li> <li>• The Project Team explained that the draft Technically Preferred Route and the draft 2019 FAA are not final and will be potentially revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.</li> <li>• It was also noted that MTO will continue to review development applications within the green areas on the 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.</li> <li>• G. Pothier (GLPi) invited questions and general comments from the GTAG members before moving forward with the agenda. The following questions and comments were received:             <ul style="list-style-type: none"> <li>• <b>Comment:</b> I was involved with this planning group years ago and I'm not convinced that a new highway will achieve the objective of moving traffic away from Toronto. Toronto continues to sprawl and development is increasing in Barrie and Bradford.</li> <li>• <b>Question:</b> The technical studies that you are referencing for the evaluation are outdated. When will we be reviewing the environmental assessment in its entirety?                 <ul style="list-style-type: none"> <li>○ <b>Response:</b> The environmental assessment is currently ongoing. The study is currently in the planning and preliminary design phase, which represents an early stage of the overall process. The planning and preliminary design phase will culminate in an Environmental Assessment Report, which will be made available for public review. It is anticipated that the Final EA Report will be submitted to the Ministry of the Environment, Conservation and Parks by the end of 2022.</li> </ul> </li> <li>• <b>Question:</b> Is this project officially going ahead? When is consultation being undertaken?                 <ul style="list-style-type: none"> <li>○ <b>Response:</b> The GTA West multimodal 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. Addressing transportation needs in the Greater Golden Horseshoe is essential to the competitiveness of our economy. The need for the GTA West Study remains and is reinforced by the Greater Golden Horseshoe population and employment growth forecasts, which identifies more people and jobs by 2041. Consultation is currently being undertaken (i.e. PICs, community workshops, advisory group meetings, community value plans and council presentations).</li> </ul> </li> <li>• <b>Comment:</b> The Project Team has been consulting with municipalities (note: referring to the meetings with Municipal Advisory Group/Regulatory Agency Advisory Group/Municipal Executive Advisory Group) and I am concerned that</li> </ul> </li> </ul>

some of the personal interests of Municipal Officials have unduly influenced the results of the study. I view this as a conflict of interest and a breach of integrity for this project. It is not good optically and I believe the Project Team should initiate a review by the Integrity Commissioner of Ontario. What weight is given to elected officials when it comes to choosing the Technically Preferred Route? The Mayor of Caledon attended the last GTAG meeting, which I believe is a conflict of interest. There are elected council members that own significant areas of land within the Focused Analysis Area. The Chair of the Toronto Region Conservation Authority (TRCA) and Rural Ontario Municipal Association (ROMA) own large areas of land in the study area and I am concerned that this has influenced the route evaluation process.

- **Response:** The MAG/RAAG is made up of municipal representatives, land use planners, active transportation planners, transportation planners and environmental representatives from the municipalities and agencies being impacted by our study. The Project Team can confirm, on record, that the elected officials previously noted are not members of the MAG/RAAG and have not had influence over the financial or realty aspects of the evaluation process for the Technically Preferred Route. We have completed a very detailed evaluation of every route alternative and that information is available in hard copy for review today or on our project website. We would note that as part of the assessment process, we look at types of land use, not property ownership. We are currently in the process of obtaining property owner information, and that was not used in the assessment and evaluation process. If you feel that we have missed something in our evaluation, please submit your comments or questions to the Project Team. We would also note that the Mayor of Caledon attended the previous GTAG meetings as a representative of the Rural Ontario Municipal Association, not as an elected official. You also have every right to request a review by the Integrity Commissioner of Ontario but the Project Team does not believe the interests of any individual elected official has unduly influenced the process. The comments of staff and motions by Councils are reviewed and considered the same as the comments of any other stakeholder.

- **Comment:** Most of the land the previous stakeholder is referring to has been sold to residential developers.
- **Comment:** I was involved at the start of the Highway 407 extension project and I see many similarities between this study and the Highway 407 extension study. This project is moving very slowly; however, I understand these sessions are important for communities to voice their concerns.
- **Question:** We need to discuss the independent Advisory Panel Report, which recognized conformity issues with the environmental assessment process. The report also had several recommendations for the project moving forward. Will your presentation address this? The province is supposedly completing a Greater Golden Horseshoe (GGH) Transportation Plan. How does the GTA West Study align with that plan and Metrolinx's plans?
  - **Response:** The independent Advisory Panel Report is discussed as part of the chronology of the project. The need for the GTA West Study remains

and is strengthened by the GGH population and employment growth forecasts reflecting more people and jobs by 2041. The independent Advisory Panel Report will be considered as stakeholder feedback in the GTA West Study. The Ministry of Transportation (MTO) is also working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH to 2051, and an integrated future multimodal transportation network for people and goods movement. The GTA West transportation corridor is part of that plan. If you have specific questions or require a contact person for The Metrolinx Plan, please contact our Project Team by phone, email or on the website, and we can send those details to you.

- **Comment:** I live in the Weston Road and Highway 400 area and I have heard opposition towards your draft Technically Preferred Route in Section 9 from my surrounding neighbours. People are unhappy with the impacts to the Greenbelt Area and proximity to our neighbourhood.
  - **Response:** The Project Team heard a mix of both opposition and support at PIC #2. We are presenting you with a summary of the feedback received, a much more detailed report of comments will be completed as part of the environmental assessment process. We are currently in the process of reviewing the draft Technically Preferred Route and, after considering the comments received, will confirm the Preferred Route.
- **Question:** Is a hydro corridor going to be constructed as well? Will it be constructed within the GTA West multimodal transportation corridor right-of-way?
  - **Response:** The Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO) have initiated a separate transmission corridor identification study. The Northwest GTA Transmission Corridor Identification Study will be undertaken to identify an appropriate corridor of land adjacent to the future GTA West multimodal transportation corridor. The environmental assessment for the GTA West Study is being undertaken from a highway and transportation perspective. We are sharing information with ENDM and IESO as required and they have also been consulting with us through the Regulatory Agency Advisory Group (RAAG). It is still too early in our study timeline to discuss specific construction locations.
- **Question:** Is this highway going to be tolled?
  - **Response:** No decision has been made at this time. Tolling is an implementation issue that will likely be determined at a later stage of this study or subsequent studies.
- **Comment:** The Project Team should consult with the trucking community to ensure that the highway will be used, especially if it will be tolled.
- **Question:** Has the environmental assessment considered climate change? What about offsetting pollution and carbon?
  - **Response:** During the evaluation of the short listed routes, there were climate change components, such as reviewing increases in Greenhouse gas emissions and impacts to air quality. Climate change is interwoven through numerous technical disciplines and we did integrate those into our route selection process.

- **Comment:** If the highway will be sold like Highway 407, the private developers who become owners of the highway should be paying for these consultation sessions.
- **Comment:** The Project Team should consider the environmental impacts and mitigation for construction, as well as operation and maintenance of the transportation corridor (i.e. an increase in carbon emissions, chlorides in the headwaters of the Humber River).
- **Comment:** I am very concerned with how the transportation corridor will impact the environment, specifically within the Humber Valley. Within our area (note: Weston Road and Highway 400), Humber Valley has one of the only forests remaining and there are only a few wetlands left. The environmental assessment should review the wildlife and wildlife habitat thoroughly to ensure impacts will be mitigated and habitat can be protected.
- **Question:** Can you clarify what is meant when you say “minimizes impacts to fish, wildlife habitat, agricultural lands...etc.” in your evaluation tables? The Federal Fisheries Act was updated in 2019, will those updates be considered?
  - **Response:** The term “minimizes” is relative to the alternative routes that were compared. The Ministry of Natural Resources and Forestry (MNR) and Ministry of the Environment, Conservation and Parks (MECP) will continue to be consulted on impacts and mitigation measures. The Department of Fisheries and Oceans (DFO) Canada will also be consulted and the Federal Fisheries Act will be applied where necessary.
- **Question:** Route S5-10 runs through a Provincially Significant Wetland (PSW) to the north of Highway 410. Could another route be chosen along the existing Highway 410 freeway to avoid the wetland?
  - **Response:** Existing Highway 410 has a tight curve and right-of-way constraints that are not suitable for a full highway expansion. If we were to update the existing Highway 410, we would have to regrade this section, which would impact the Valleywood neighbourhood and require several bridge replacements. We would also not be able to fit in a transitway along existing Highway 410. We took all of this into consideration along with potential impacts to PSWs.
- **Question:** The Project Team noted that property costs aren’t considered in the evaluation; however, the notes on the Section 1 slide say otherwise.
  - **Response:** The cost considerations in Section 1 refer to the construction cost of a new interchange, not the land acquisition costs. Although property costs were not considered directly, the amount of property required was taken into consideration, and in this section there were significant differences in amount of land required between alternatives.
- **Question:** Will you be following property lines to ensure segregation of agricultural lands does not occur?
  - **Response:** We are aware of these concerns for property owners. Once we start aligning the highway during preliminary design, we will attempt to reduce severances of agricultural land. These are details that will be confirmed later in the study.
- **Question:** How is Mayor Thompson’s vision for a Freight Village impacting this study?

<ul style="list-style-type: none"> <li>○ <b>Response:</b> There has always been a desire to have an interchange at the Coleraine Drive location for goods movement and linkages onto the highway.</li> <li>● <b>Question:</b> Does the corridor travel through the Cold Creek Conservation Area?             <ul style="list-style-type: none"> <li>○ <b>Response:</b> No, it will not directly impact the conservation area. The conservation area is located north of draft Technically Preferred Route S9-1.</li> </ul> </li> <li>● <b>Question:</b> Why is the City of Vaughan opposed to the route chosen for Section 8 (S8-3)?             <ul style="list-style-type: none"> <li>○ <b>Response:</b> The City of Vaughan has identified significant employment lands within the S8-3 corridor, which they are concerned about. However, they are otherwise supportive with the interchange location alternatives and the GTA West multimodal transportation corridor being constructed.</li> </ul> </li> <li>● <b>Question:</b> How will you consider Vaughan Council's opposition to the draft Technically Preferred Route in Section 8 (S8-3). Will you choose S8-1 instead?             <ul style="list-style-type: none"> <li>○ <b>Response:</b> Council can have an opinion or a recommendation, but our Individual EA and our Project Team considers many factors (environmental, cultural, transportation, etc.) in our evaluation. We will attempt to work with municipal staff to mitigate their concerns, and their feedback will be considered with that of other stakeholders as we confirm the Preferred Route.</li> </ul> </li> <li>● <b>Question:</b> Are the lands outside of the draft 2019 FAA still frozen?             <ul style="list-style-type: none"> <li>○ <b>Response:</b> It is anticipated that in Spring 2020, the Preferred Route and 2020 FAA will be confirmed. Once confirmed, the lands outside of the 2020 FAA will be of reduced interest and development applications can proceed through the municipal planning process. MTO will continue to review development applications within the study area but it is anticipated that lands outside of the 2020 FAA will not be impacted by the GTA West multimodal transportation corridor.</li> </ul> </li> <li>● <b>Comment:</b> Please consider choosing Alternative Route S9-3 in Section 9. This route will reduce impacts to the environment, such as the old growth forests and wetlands. The S9-3 route would travel through an area that is already clear cut. Please reconsider this in your evaluation.</li> <li>● <b>Comment:</b> The area has changed considerably since this study commenced in 2008. If the highway won't be constructed for another 10 years, you should consider a more northerly corridor instead.</li> <li>● <b>Question:</b> Will you consider the impacts from using chlorides on the roadways?             <ul style="list-style-type: none"> <li>○ <b>Response:</b> Yes, environmental impacts related to chlorides will be considered during preliminary and detail design.</li> </ul> </li> </ul>
<p><b>5. Session 2: Application of the <i>Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (2013)</i></b></p>
<ul style="list-style-type: none"> <li>● WSP presented the key changes to the Greenbelt Act, in relation to the 2013 Guideline.</li> <li>● WSP provided a summary of the Greenbelt Guideline recommendations.</li> <li>● G. Pothier (GLPi) initiated a group activity, where members of the GTAG were asked to provide their feedback on the following four questions. The responses are listed below each question.</li> </ul>

- **Question 1:** How, if at all, might the principles and approaches already identified in the 2013 Guideline be tweaked or refined to reflect changes to the Greenbelt Plan?
- **Question 1 Responses:**
  - The Crombie Report is missing from the principles and Guideline.
  - Do not water down the Greenbelt Guideline.
  - Climate change considerations.
  - Use a 'Wetland Treatment Train' approach to ensure mitigation of salt impacts.
  - Minimize interchanges and community development in the Greenbelt Lands (recommendation #25 from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*).
  - For recommendation #8 from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, refer to prime agricultural lands, not just Classes 1-3.
- **Question 2:** On which principles would you place greatest emphasis as the study moves forward?
- **Question 2 Responses:**
  - Avoid the Greenbelt.
  - If the highway proceeds, protecting and preserving the Greenbelt from development.
- **Question 3:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 3 Responses:**
  - Existing traffic congestion, narrow roads, existing homes on roadside.
  - Increased noise.
  - Reflected heat from asphalt and climate change issues.
  - York Region's Official Plan and other Official Plans. York Region's Official Plan includes a cumulative effects assessment.
  - This will create the new urban boundary.
- **Question 4:** What are the hot button topics the Project Team will need to address? What are you hearing from stakeholders?
- **Question 4 Responses:**
  - The corridor will redistribute commuter traffic off of rural roads, which is positive.
  - Make sure the highway is not tolled.
  - The property acquisition process should be fair (i.e. consider land value and business revenue losses).
  - Will lands be taken out of the Greenbelt?
  - Focus on protecting natural areas and minimizing impacts to wildlife and wildlife habitat.
  - Minimize watershed impacts and implement mitigation measures where there are impacts.
  - Build wildlife passages throughout the corridor.

**6. Next Steps and Schedule**

- The Project Team reviewed the next steps of the project. Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

**7. Open Forum and Closing Remarks**

- G. Pothier (GLPi) asked the GTAG if there were any further questions or comments for the Project Team
- **Question:** Where can we review the Agricultural Impact Study?
  - **Response:** The Project Team used a survey to obtain more detailed information about agricultural operations in the study area (The Agricultural Operations Survey). Survey results, which were summarized at PIC #2, were used to increase the Project Team’s understanding of potential impacts to agricultural lands, practices and operational linkages and helped to identify key factors in the evaluation of route and interchange location alternatives. The Agricultural Impact Study will be undertaken later in the study.
- **Question:** Can we be informed of when the other advisory groups are meeting so that we can be included on the invite list as an observer?
  - **Response:** Advisory group meetings (e.g. Community Advisory Group (CAG) Meetings) are open to the public for observing and non-members can be notified of the next meeting, if requested. We want to reiterate that only members of the advisory groups are welcome to participate in the discussions and group activities.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- The meeting was adjourned at 4:45 p.m.

## Community Advisory Group (CAG) – Meeting #3 Minutes

<b>Date of Meeting</b>	Thursday, November 14, 2019	<b>Time</b> 6:00 p.m. – 9:00 p.m.
<b>Project Name</b>	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2	
<b>Location</b>	Element Vaughan Southwest, Oak Room 6170 Highway 7, Vaughan, ON L4H 0R2	
<b>Attendees</b>	Lukasz Grobel, MTO Fahmi Choudhury, MTO Chris Barber, MTO Keith Cherneski, MTO Prashanth Selvakumar, MTO Jim Dowell, WSP Sandy Nairn, WSP Catherine Gentile, WSP Tim Sorochinsky, AECOM Britta Patkowski, AECOM Christine Green, AECOM Saeideh Rasouli, AECOM Glenn Pothier, GLPi	
	CAG Members removed in accordance with the <i>Freedom of Information and Protection of Privacy Act</i>	
<b>Distribution</b>	Attendees, Regrets and Project Team	
<b>Minutes By</b>	Christine Green	

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

<p><b>1. Introductions</b></p> <ul style="list-style-type: none"> <li>G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.</li> <li>G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the CAG and presented an overview of the minutes from CAG Meeting #2.</li> </ul>
<p><b>2. Study Overview</b></p> <ul style="list-style-type: none"> <li>The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates to the study schedule.</li> </ul>
<p><b>3. Debrief on Public Information Centre #2</b></p> <ul style="list-style-type: none"> <li>The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).</li> <li>The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments, however, most stakeholders were supportive of the multimodal transportation corridor.</li> <li>The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.</li> </ul>

<ul style="list-style-type: none"> <li>The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.</li> </ul>
<p><b>4. Session 1 – Overview of the evaluation of the short-listed route and interchange location alternatives, Draft Technically Preferred Route and Draft 2019 Focused Analysis Area (FAA)</b></p>
<ul style="list-style-type: none"> <li>The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.</li> <li>The Project Team presented the draft 2019 FAA.</li> <li>The Project Team explained that the draft Technically Preferred Route and draft 2019 FAA are not final and will be potentially revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.</li> <li>It was also noted that MTO will continue to review development applications within the green areas on the draft 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.</li> <li>G. Pothier (GLPi) invited questions and general comments from the CAG members before moving forward with the agenda. The following questions and comments were received:</li> <li><b>Question:</b> Where will the corridor for the Northwest GTA Transmission Corridor Identification Study be constructed in relation to the GTA West multimodal transportation corridor? During PIC #2, a spokesperson for the Independent Electricity System Operator (IESO) noted that their transmission corridor will be piggybacking on the GTA West corridor. Has there been ongoing discussion between the two project teams to ensure this coordination?             <ul style="list-style-type: none"> <li><b>Response:</b> The Ministry of Energy, Northern Development and Mines (ENDM) and IESO have initiated the transmission corridor as a separate study. The Northwest GTA Transmission Corridor Identification Study will be undertaken to identify an appropriate corridor of land adjacent to the future GTA West multimodal transportation corridor. The environmental assessment for the GTA West Study is being undertaken from a highway and transportation perspective. We are sharing information with ENDM and IESO as required and they have also been consulting with us through the Regulatory Agency Advisory Group (RAAG). It is still too early in our study timeline to discuss specific construction locations.</li> </ul> </li> <li><b>Question:</b> Are the highway and transitway on separate timelines? Are they considered separate projects?             <ul style="list-style-type: none"> <li><b>Response:</b> Although the transitway will be developed as a separate right-of-way, both the transitway and transportation corridor are being evaluated under the GTA West Study.</li> </ul> </li> <li><b>Question:</b> Where can I find the environmental reports for review? Will they be available at a public location, such as a library? I cannot find any environmental assessments on the project website.             <ul style="list-style-type: none"> <li><b>Response:</b> Once our Individual Environmental Assessment is completed, the report will be posted at several public locations for your review, such as community centres and/or libraries as well as on the project website. We are approximately 2 years away from that report being posted for review.</li> </ul> </li> </ul>

Currently, we do have PIC #1 and #2 materials, as well as other technical documentation, available for review on the project website. If you have any comments, you can send those to our Project Team email or call the toll-free line where they will be documented. *[Post Meeting Note: following the meeting, B. Patkowski navigated this stakeholder through the GTA West project website to ensure he could find the materials available for download].*

- **Question:** Will the transitway include rail or just buses?
  - **Response:** Initially, the transitway will be used for bus rapid transit. However, the alignment of the transitway will be adaptable for light rail transit in the future. It is a function of the demand and the number of people that they will be moving.
- **Question:** Why was the GTA West Study suspended?
  - **Response:** The study was suspended by the former government in December 2015 and in Spring 2016, an independent Advisory Panel was asked to assess the GTA West Study considering changes in government policies since 2008 and new transportation technologies being introduced. The independent Advisory Panel Report was released in February 2018 and the former government decided not to proceed with the GTA West Study. At the same time the MTO and IESO initiated a new study called the Northwest GTA Corridor Identification Study to identify a protected corridor in the GTA West Study Area for future infrastructure needs (transportation and/or utilities).
- **Question:** Did the Project Team receive any feedback from the City of Brampton on the draft Technically Preferred Route? I am specifically wondering about their feedback on the Coleraine Drive interchange location.
  - **Response:** The GTA West Project Team has been working closely with municipalities through the Municipal Advisory Group (MAG), Municipal Executive Advisory Group (MEAG) and through presentations to Councils. The feedback we receive at these meetings will be considered when we finalize the Preferred Route and move on to preliminary design. As noted previously, the interchange at Coleraine Drive conflicts with approved developments and alternative options for this interchange are being considered. Our Technically Preferred Route and 2019 Focused Analysis Area are draft for this reason.
- **Comment:** The Brampton Board of Trade is frustrated with the lack of communication between different levels of government. We are requesting that the MTO communicate more thoroughly with municipalities and other provincial and federal agencies and present projects together.
- **Question:** Is the preferred route in Section 3 similar to the Northwest GTA Corridor Identification Study alignment?
  - **Response:** The corridors for the two studies are similar but vary slightly due to the requirements for the different types of infrastructure considered in the Northwest GTA Corridor Identification Study.
- **Question:** Why was an interchange at Mayfield Road chosen? There is concern from residents in Georgetown about the amount of traffic that will be traveling west

from the highway into the town. There should be more communication with residents in Georgetown.

- **Response:** That location was identified by municipalities as a major east/west corridor. We received input from the Town of Halton Hills at PIC #2 regarding the use of River Road. The Town noted concern that if an interchange is at Mayfield Road, traffic may increase on River Road, which may not be able to handle the increase in traffic. Going forward, the Project Team will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange.
- **Question:** You referred to a Norval Bypass, where would that be located?
  - **Response:** We have heard from the municipalities about a future Norval Bypass. The Project Team has not seen a physical plan for construction at this time but have seen general study areas previously considered. We do not anticipate the GTA West multimodal transportation corridor precluding a Norval Bypass.
- **Question:** Will the highway be constructed at grade or below grade?
  - **Response:** The main transportation corridor will be predominately at grade, with approximately ½ metre to 1 metre cuts and fills. These details will be determined during preliminary design. We have not examined cross-sections at crossing roads yet and this will be considered during the preliminary design phase.
- **Comment:** Concern about proposed developments (e.g. proposed Catholic Cemetery) shifting the draft Technically Preferred Route and draft 2019 FAA. This creates uncertainty and will cost taxpayers more money.
  - **Response:** The draft Technically Preferred Route is currently wider than it will need to be, and the draft 2019 FAA is wide enough at this point to allow tweaks to the Preferred Route during preliminary design to minimize impacts, without drastically changing the Preferred Route or going outside of the 2019 FAA.
- **Question:** Has the Ministry considered extending Highway 410 to Orangeville?
  - **Response:** Our study area does not include this extension, but it does not preclude the opportunity for a future environmental assessment to extend Highway 410 to Orangeville.
- **Question:** What will happen to the current Highway 410 freeway?
  - **Response:** At this time, there has not been any decision made. This will be an ongoing discussion with the municipalities.
- **Question:** Why do you have an interchange so close to Old School Road? If you move the interchange north (refer to S5-10), you could avoid the wetlands and forest.
  - **Response:** Thank you for your comment, we will consider this.
- **Question:** Why was the alternative to the west of Heart Lake Road not carried forward as part of the draft Technically Preferred Route?
  - **Response:** The preferred alternative route to the east of Heart Lake Road minimizes impacts to fish and fish habitat and wetlands, and minimizes impacts to future urban development.

- **Question/Comment:** I suggest moving the interchange at Coleraine Drive to the Major Mackenzie Drive extension. If the interchange is moved from Coleraine Drive, will there still be connections there?
  - **Response:** The Major Mackenzie Drive extension is a municipal initiative. We did consider alternative routes that would potentially connect into it. To answer your question, no there would not be a connection to Coleraine Drive if the interchange is moved. We are continuing to look at alternatives for the interchange in this area.
- **Question:** Will the highway corridor remain the same, even with the new interchange?
  - **Response:** The Project Team is unable to confirm at this time since interchange alternatives are still being developed but we anticipate that the modifications will fit within the draft 2019 FAA.
- **Comment:** Traffic is extremely bad in the Coleraine Drive area. There is a Canadian Tire Distribution Centre there and many other large businesses.
  - **Response:** Yes, we are aware of this area having significant truck usage. The municipalities have identified this to us.
- **Question:** If the new Coleraine Drive interchange is shifted westerly, won't it impact the interchange at Gore Road?
  - **Response:** The spacing between the interchanges has been considered and is not anticipated to be an issue.
- **Question:** At one point in the study the Project Team was looking at extending Highway 427 northerly to a route farther north of draft Technically Preferred Route S8-3. Why wasn't that carried forward?
  - **Response:** You are referring to Route S8-1. That alternative route was included as part of our evaluation process. The northerly route has significant environment impacts, including impacts to the Greenbelt. The crossing at Humber River would also be expansive with that route. We are selecting a route that will minimize or avoid us having to place fill in the Humber River valley, has less impacts on the Greenbelt and stream crossings.
- **Question:** Are you considering a connection to Highway 50?
  - **Response:** No because Highway 50 is too close to the Highway 427 interchange.
- **Question:** How will people on Highway 427 access Highway 50?
  - **Response:** They would have to get off at Major Mackenzie Drive and connect to Highway 50.
- **Question:** Why was an interchange at Highway 50 not considered?
  - **Response:** It was precluded due to the spacing to the freeway to freeway interchange at Highway 427. One of our main criteria in selecting interchange locations was spacing, and Highway 50 did not meet the criteria.
- **Question:** What interchange would residents use to get to Bolton?
  - **Response:** They would get off at the Coleraine Drive interchange and make their way to Bolton.
- **Comment:** Our land is currently underneath S8-3. We have made comments in writing that the ratepayers and the City of Vaughan want S8-1 instead. The cost of

expropriation for S8-3 will be higher than with S8-1. We think you should take that into account.

- **Response:** Thank you for your comment, it will be considered as we finalize the Preferred Route.
- **Comment:** The bottleneck at Highway 400 and King/Vaughan is bad. You're going to have to extend the corridor to the north and hook in with the Bradford Bypass extension. Everything south of Kirby Road is owned by developers. The residents in our area are concerned with putting another interchange so close to Highway 400. Weston Road is backed up with traffic already.
  - **Response:** Traffic on the highway and surrounding municipal roads will be looked at more closely during preliminary design. Going forward, the Project Team will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange
- **Comment:** We should be staggering industry hours to control the number of cars and trucks using the highway. At some point we need to work through this, we can't just keep building more roads.
  - **Response:** What you are referring to is called 'Traffic Demand Management' and it can get to be complicated when you are dealing with hundreds of employers. Optimizing the use of the existing transportation infrastructure was factored into the traffic model used in Stage 1 of the study, and the results show that there is still a shortfall in the system. A new corridor is still required to meet future transportation demand.
- **Question:** How has the Project Team considered urban sprawl in this study? Are there discussions regarding this subject? We should be avoiding impacts on agricultural land.
  - **Response:** The Project Team has been tasked with meeting the demands of the increase in population/employment lands of the future. Impacts on agricultural land have been avoided where possible.
- **Question:** How wide is the draft 2019 Focused Analysis Area around the interchange locations?
  - **Response:** Approximately 1 km around the interchanges. [*Post Meeting Note: width varies between 780 m and 3.9 km (maximum widths at Highway 401/407 and Highway 400 freeway to freeway interchanges)*].
- **Question:** Has the released area of the draft 2019 Focused Analysis Area been made publicly available?
  - **Response:** It is anticipated that in Spring 2020, the Preferred Route will be confirmed. Once confirmed, the lands outside of the 2020 FAA will be of reduced interest and development applications can proceed through the municipal planning process. MTO will continue to review development applications within the study area but it is anticipated that lands outside of the 2019 FAA will not be impacted by the GTA West multimodal transportation corridor.
- **Question:** When you must cross valleys, can you use a narrowed right-of-way?
  - **Response:** That consideration and others, like building two smaller structures across valleys versus one larger structure, will be considered during the preliminary design stage to reduce impacts to the environment.
- **Question:** Can you add the hydro corridor to the protected FAA?

- **Response:** No, the electricity transmission corridor is a separate project being undertaken with a different scope and process. The electricity transmission corridor is anticipated to run parallel to the GTA West transportation corridor. If you would like to contact their study team with your questions, we can provide you with their contact information.

**5. Session 2: Issues to inform the preliminary design of the Preferred Route**

- G. Pothier (GLPi) initiated a group activity, where members of the CAG were asked to provide their feedback on the following three questions. The responses are listed below each question.
- **Question 1:** Provide feedback on the evaluation outcomes. What was the most surprising or concerning to you?
- **Question 1 Responses:**
  - Is IESO a private organization?
  - There is an increase in the demand for hydro with an increase in land use.
  - Concern with aligning the GTA West Study with planned municipal development (i.e. concern about fragmentation, land locked properties, movement of agricultural vehicles). These issues could be solved through discussions with the municipalities.
  - The Project Team should look at heritage properties along the corridor and how they will be assessed and impacted.
  - Are interchanges too close? (not according to technical standards).
  - What input have Indigenous Communities provided to the Project Team?
  - Concerns about where the highway ties in at Highway 400.
  - Surprised to see an interchange planned at Mayfield Road – is this needed? It will create more traffic for Georgetown and there is currently nothing at that interchange location.
  - Consider adding an interchange at Countryside Drive.
  - Concerned that the cost of land acquisition was not included in the evaluation process for the Technically Preferred Route.
- **Question 2:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 2 Responses:**
  - Need innovative solutions.
  - Where will electrical stations be located? This will require coordination with municipalities.
  - The highway is needed much further north because of the population and employment growth occurring in Bradford and Innisfil.
  - Consider an interchange at Dixie Road.
  - Re-evaluate S5-9 from an environmental perspective.
  - Municipal council resolutions regarding the draft Technically Preferred Route should be considered.
- **Question 3:** What are the hot button topics that the Project Team will need to address? What are you hearing from your community?

**• Question 3 Responses:**

- Provide responses to the community ASAP.
- How will this impact land use planning north and south of the corridor?
- Concerns about traffic increasing on Highway 401 once the GTA West highway is constructed.
- Consider building the entire corridor and transitway at one time instead of in stages.
- Reduce the road classification of existing Highway 410.
- Concern for private wells and impacts to aquifers during construction (i.e. Hornby had similar issues during highway construction).
- Consider a heavy rail corridor along the transitway as an alternative to light rail. Heavy rail would permit expanded GO Service on the Milton Line and connects CP Rail directly to their Vaughan Terminal.
- Consider the transitway on the south side through Caledon and the hydro corridor on the north side of the corridor.
- Complete the environmental assessment ASAP and unfreeze the lands that are not needed for the study.
- King Township is concerned about the traffic congestion that the new highway will create.
- If a Norval Bypass is not constructed, the level of service on Bovaird Drive will decrease.
- Ensure that Coleraine Drive is a full interchange.
- Reconsider an interchange at Highway 50.
- Consider the traffic impacts at the corridor endpoints.
- Consider extending Highway 410 to the north now.
- Reduce impacts to woodlands and wetlands (specifically in Section 5).
- Consider building the transportation corridor below grade to reduce noise impacts to future developments.
- Concern about impacts to employment lands (i.e. bisecting properties, removal and reduction of lands).
- Impact on existing local communities (i.e. Kleinburg).

**6. Next Steps and Schedule**

- The Project Team reviewed the next steps of the project. Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

**7. Open Forum and Closing Remarks**

- G. Pothier (GLPi) asked the CAG if there were any further questions or comments for the Project Team. No further feedback was provided.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- Meeting was adjourned at 9:00 p.m.