
**APPENDIX A
STAKEHOLDER MAILING LISTS**

Stakeholders Consulted Prior to Public Information Centre #4

Government Agencies

- Canadian Environmental Assessment Agency
- Canadian National Rail
- Canadian Pacific Rail
- Conservation Halton
- Credit Valley Conservation Authority
- Department of Fisheries and Oceans
- Department of Indian and Northern Affairs Canada
- Environment Canada
- GO Transit
- Grand River Conservation Authority
- Greater Toronto Airports Authority
- Health Canada
- Hydro One Inc.
- Metrolinx
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Culture – Archaeology
- Ministry of Culture – Heritage
- Ministry of Economic Development and Trade
- Ministry of Energy and Infrastructure – Ontario Growth Secretariat
- Ministry of Health and Long-Term Care – Environmental Health Division
- Ministry of Health and Long-Term Care – Public Health Division
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources – Aurora District
- Ministry of Natural Resources – Guelph District
- Ministry of Natural Resources – Wellington County Stewardship Council
- Ministry of Northern Development and Mines - Corporate Policy Secretariat
- Ministry of Northern Development and Mines – Southern Ontario
- Ministry of Public Infrastructure Renewal – Ontario Growth Secretariat
- Ministry of the Attorney General
- Ministry of the Environment
- Niagara Escarpment Commission
- Ontario Power Authority

- Ontario Power Generation
- Ontario Provincial Police
- Ontario Realty Corporation
- Public Works and Government Services Canada
- Transport Canada
- Toronto Region Conservation Authority

Municipalities

- City of Brampton
- City of Guelph
- City of Mississauga
- City of Vaughan
- Halton Region Health Department
- Peel Region Public Health
- Region of Halton
- Region of Peel
- Regional Municipality of Waterloo
- Town of Caledon
- Town of Erin
- Town of Halton Hills
- Town of Milton
- Township of Centre Wellington
- Township of Guelph / Eramosa
- Township of King
- Township of Mapleton
- Township of Puslinch
- Township of Wellington North
- Wellington County
- Wellington-Dufferin-Guelph Health Unit
- York Region
- York Region Public Health Services

First Nations

- Kawartha Nishnawbe First Nations
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River Territory
- The Haudenosaunee Confederacy Council

Non-Governmental Organizations

- Aileen Willowbrook Ratepayer's Association
- Architectural Conservancy of Ontario, Guelph & Wellington Branch

Stakeholders Consulted Prior to Public Information Centre #4

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

Stakeholders Consulted Prior to Public Information Centre #4

- Langstaff Community Association Incorporated
- Leitchcroft Ratepayers' Association
- Maple Landing Ratepayers' Association
- Maple-Sherwood Ratepayers' Association
- Maplewood Ravines Community Association
- Milton Chamber of Commerce
- Milton Heights Landowners Group
- Milton Historical Society
- Milton Ratepayers' Association
- Milton Rural Residents Association
- Milwood Woodend Ratepayers' Association
- Mississauga Board of Trade
- Mississauga Oakridge Ratepayers' Association
- Mississauga Road-Sawmill Valley Drive Ratepayers' Association
- Nature Conservancy of Canada – Ontario Chapter
- Nobleton Alert Residents Association Incorporated
- Nobleton Schomberg District Chamber of Commerce
- Northwest Brampton Landowners Group
- Norval Pit-Stop Community Organization
- Oak Ridges Moraine Foundation
- The Oak Ridges Trail Association
- Oakville Chamber of Commerce
- Ontario Chamber of Commerce
- Ontario Cycling Association
- Ontario Federation of Agriculture
- Ontario Professional Planners Institute
- Ontario Road Ecology Group
- Ontario Society for Environmental Management
- Ontario Trail Riders Association
- Ontario Trails Council
- Ontario Trucking Association
- Palgrave Ratepayers' Association
- Peel Environmental Network
- Peel Federation of Agriculture
- Peel Urban Development Institute
- Pine Grove Ratepayers' Association
- Pinewood Estates Ratepayers' Association
- Ponsonby Ratepayers' Association
- Professional Engineers of Ontario
- Protect our Water and Natural Resources
- Protecting Escarpment Rural Land
- Purpleville Ratepayers' Association
- Puslinch Historical Society
- Puslinch Lake Conservation Association
- Residents for Sustainable Development in Guelph
- Rimwood Estates Homeowners' Association
- Save our Ravines (Halton Hills)
- Save the Oak Ridges Moraine
- Sherwood Forrest Residents' Association
- SHIFT Ontario
- Sonoma Heights Ratepayers' Association
- Terra Cotta Community Centre
- Transport Action – Ontario
- Toronto Bruce Trail Club
- Trout Unlimited Canada
- Upper Credit Field Naturalists
- Valleywood Residents' Association
- Vaughan Chamber of Commerce
- Vaughanwood Estates Homeowners' Association
- Vaughanwood Ratepayers' Association
- Vellore Woods Ratepayers' Association
- Ward One (South) Thornhill Residents Incorporated
- Wellington County Historical Society
- Wellington Federation of Agriculture
- Wellington Society for the Countryside
- West Woodbridge Homeowners' Association
- Whole Village
- Woodbridge Core Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- Wycliffe Ratepayers' Association
- York Federation of Agriculture
- York Region Environmental Alliance
- York Urban Development Institute

**APPENDIX B
RESPONSES TO PUBLIC / INTEREST
GROUP COMMENTS – KEY THEMES**

Theme	Comment	Response
Preliminary Study Area	Expand the Preliminary Study Area east of Highway 400.	The purpose of the GTA West Corridor Environmental Assessment (EA) Study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and considering options to provide better linkages between Urban Growth Centres within the GTA West Corridor EA Preliminary Study Area as identified in the Growth Plan, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. While the study modeling and forecasting work did include the transportation network on the east side of Highway 400, and the entire Greater Golden Horseshoe, corridor connections east of Highway 400 are outside of the scope of the current study. There are significant constraints east of Highway 400 due to concentrated development along the Yonge Street corridor and the presence of the Oak Ridges Moraine. The Ministry of Transportation (MTO) currently does not have plans to pursue a GTA East Study.
Preliminary Study Area / Study Process	When will the Preliminary Study Area be refined? When will the new transportation corridor mapping be narrowed and a specific route selected?	This will be done as the study progresses. The first step will be to establish a Preliminary Route Planning Study Area for Stage 2 – Route Planning and Preliminary Design. This will be done to identify an area where a reasonable range of alternatives could be generated and evaluated. This study area will vary in width depending on local conditions. In some areas it could be as wide as 7-8 km. In other areas it could be as narrow as 1 km. Once this area is established, specific route alternatives can be generated and evaluated. The bulk of this work will occur as a part of EA Stage 2 after the Recommended Transportation Development Strategy is finalized. This Transportation Development Strategy Report will be made available for stakeholder review in late 2010.
Timeframe	This Study should be completed as soon as possible. Transportation solutions are needed now to address transportation problems currently being experienced.	The Ministry of Transportation is committed to undertaking the Study in a timely manner while meeting the requirements of the Ontario <i>Environmental Assessment Act</i> . This includes providing opportunities for public consultation throughout the process.
Alternatives	Prefer a rail / transit /	The Project Team used a building-block approach when developing the

Theme	Comment	Response
	<p>transportation demand management solution.</p>	<p>various alternatives which considered optimizing the existing transportation network and new / expanded non-road infrastructure (such as public transit and rail) prior to the consideration of widening / improving / building new road infrastructure. This approach gives full consideration to those transportation improvement techniques that have the least physical impact (optimization and new / expanded non-road infrastructure) and then, if future needs aren't entirely met, considers further techniques where more infrastructure would be required (widening / improving / building new road infrastructure). With full use of optimization techniques and new / expanded non-road infrastructure initiatives in the Preliminary Study Area in addition to Metrolinx' Regional Transportation Plan and GO2020 Transit Strategic Plan, a further 4% reduction in auto demand could be achieved along with a 10% reduction in longer distance truck demand. Road widening (Group 3) and new corridor (Group 4) alternatives were thus still found to be required in order to address the remaining 2031 future capacity needs in the study area.</p> <p>The Province is currently planning many transit initiatives in the Preliminary Study Area that were recommended by GO Transit as a part of the GO 2020 Strategic Plan and by Metrolinx as a part of the Regional Transportation Plan. All of the transit improvements recommended by GO Transit and Metrolinx have been incorporated as a part of the base network for this Study. More details on these improvements can be viewed on the GO Transit website at www.gotransit.com or Metrolinx Regional Transportation Plan at www.metrolinx.com/thebigmove.</p> <p>The draft Transportation Development Strategy has identified ways to improve freight movement by rail, through supporting the following actions:</p> <ul style="list-style-type: none"> • Removal of constraints to improve freight and passenger rail operations and increase utilization; • Coordinate with CN Rail, CP Rail and Metrolinx to identify freight rail / passenger rail conflict points; • Support potential future initiatives to remove freight rail / passenger rail conflicts;

Theme	Comment	Response
		<ul style="list-style-type: none"> • Provide grade separations at key road / rail crossings; and • Support the Ontario-Quebec Continental Gateway strategy.
Alternatives	Consider transportation solutions that have been implemented in other Provinces or internationally to ensure all reasonable and innovative transportation solutions are examined.	The Project Team has considered relevant transportation studies and how other jurisdictions deal with transportation issues, including current transportation planning occurring out-of-province and internationally. Our Project Team includes an extensive group of specialists that are familiar with similar initiatives elsewhere in the world.
Alternatives	Concern regarding the location of the Group 4 alternatives.	The representative Group 4 (New Transportation Corridors) alternatives shown are intended to illustrate possible end points and potential connections to the transportation network. Specific route locations/alignments of these illustrative alternatives, the detailed effects (advantages and disadvantages), as well as the selection of the Preferred Alternative(s) will be examined in more detail in subsequent steps of the EA Process.
Alternatives	Why were Alternatives 4-4 and 4-5 not carried forward? A new corridor to Guelph through the Niagara Escarpment would be beneficial.	Upon evaluation and analysis, Alternatives 4-2 and 4-3 were found to provide better overall benefits and less impact when compared to the other alternatives, and were therefore recommended to be carried forward for further examination. Alternatives 4-2 or 4-3 have both been found to be able to address the transportation demands west of Milton through widening of Highway 401, while avoiding the significant effects and costs associated with impacts to agricultural lands, cultural features, and crossing the Niagara Escarpment, Greenbelt and other environmentally sensitive features.
Alternatives	Why were the widening alternatives not carried forward? They won't have as big an impact on the natural environment as a new corridor.	The Project Team considered road widening (Group 3) and new corridor (Group 4) alternatives. Upon analysis and evaluation using factors and criteria relating to the natural environment, social environment, cultural environment, economy, transportation, as well as cost and constructability, Group 3-1 was found to be least preferred when compared to the Group 4 new corridor alternatives. Widening existing highways was found to be more costly to construct, would have severe constructability issues, a

Theme	Comment	Response
		<p>severe negative impact on the 407 Transitway, and would result in local community and economic impacts associated with major traffic disruption and delay during construction. The Group 3-1 alternative also did not best address the operational issues within the Preliminary Study Area.</p> <p>We do acknowledge that the Group 4 alternatives have higher natural environment effects than the Group 3 alternatives. That has been recognized and considered in the evaluation. Group 3-1 was identified as most preferred from a Natural Environment and Cultural perspective and similar to some of the Group 4 alternatives from an economic perspective. However, Group 3-1 has higher Land Use/Social impacts, does not perform as well from a transportation perspective and has some significant constructability challenges. Given these issues, Group 3-1 was not carried forward for further consideration. More detailed information on the evaluation of alternatives and rationale for the preferred alternatives (as presented at PIC 4) will be available in the draft Transportation Development Strategy Report.</p>
<p>Alternatives</p>	<p>A corridor connection between Highway 400 and Highway 427 passes almost entirely through lands designated as Greenbelt and encompasses environmentally significant areas.</p>	<p>Forecasts for the GTA West Preliminary Study Area show substantial growth to 2031: population and employment are expected to more than double between 2001 and 2031, including growth of more than 1 million people and more than 450,000 jobs. As a result of this population and employment growth, 2031 travel demand is expected to increase and will be accommodated through the several means of transportation improvements that are proposed, including new highway. It has been demonstrated that even with a multi-modal solution to providing for future travel demands, this projected rise in traffic volumes is anticipated to be accompanied by worsening congestion and travel conditions during peak periods and throughout the day, particularly on Highways 401, 400, 427 and 410. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. We reiterate that this future roadway congestion is expected even with the significant investment in transit recommended in the Metrolinx Regional Transportation Plan, highway improvements already planned by MTO and area municipalities, and the Group 1 and Group 2 initiatives recommended in the draft Transportation</p>

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		<p>Development Strategy developed by the Project Team.</p> <p>Without additional highway improvements to compliment the investment in transit infrastructure, the projected increase in congestion on the highways in the study area is forecast to:</p> <ul style="list-style-type: none"> • impact commuter travel resulting in increased travel times between Urban Growth Centres in the Study Area (i.e +15% - Vaughan to Milton, +20% Brampton to Vaughan, +35% Milton to Vaughan, and +40% Guelph to Vaughan); • impact tourist travel with Highway 401, through Mississauga, representing a key bottleneck between Southwestern Ontario and the Niagara area and Eastern Ontario, Toronto, and Cottage Country to the north of the GTA; and • increase travel delays and unpredictability in travel times for goods movement into and through the GTA, which will have negative impacts on the competitiveness of the GTA and the broader Southern Ontario region and limit our ability to retain and attract new industry that depends on access to major highways, ports and rail terminals. <p>The major highways in York and Peel Regions, for example, are all forecast to be operating over capacity by 2031 even with the significant investments in transit noted above. Highways 401, 400, 427 and 410 were all identified as needing additional capacity to accommodate the project growth in these communities, with or without the proposed GTAW corridor. Impacts related to inter-regional traffic (autos and trucks) using municipal roads are also forecast to increase significantly by 2031, and many stakeholders noted that this trend is already beginning to cause problems in many communities. Much of the diversion in longer distance trips to municipal roads within the GTAW Study Area can be traced back to recurring congestion on Highway 401, including congestion at the Highway 401/400 interchange. Given these problems, the Project Team fully examined a number of alternatives, including modal alternatives and road widening alternatives, prior to recommending new corridor infrastructure.</p>

Theme	Comment	Response
		<p>As a part of the proposed Transportation Development Strategy that will result from this part (Stage 1) of the EA study, a route planning study area will be identified to allow for a reasonable range of route alternatives to be generated and evaluated. It is recognized that this will include some Greenbelt areas that extend across the study area (in a north-south direction). Impacts to these areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or culverts). This approach has been taken the recent 407 East Completion EA and Preliminary Design Project as well as the current Highway 69 Twinning projects. For fisheries, effort will be made to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during EA Stage 2 will also be supported by environmental field work that will include identifying locations of the most sensitive features within these designated areas.</p>
Environmental Effects	Generally concerned about environmental effects.	<p>The GTA West Study is an environmental planning process, required by law, to ensure the Ministry of Transportation (MTO) examines alternative ways of addressing transportation problems and opportunities in selecting a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various alternatives on the natural, socio-economic and cultural environments. The evaluation process was designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent</p>

Theme	Comment	Response
		<p>possible.</p> <p>The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area. As the EA Study progresses more detailed environmental investigations will be undertaken. The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at www.gta-west.com.</p>
Environmental Effects	Protect the Greenbelt, the Oak Ridges Moraine, Niagara Escarpment and other conservation areas.	<p>The EA process being followed by the GTA West Project Team is designed to carefully consider potential impacts to environmental features including the Niagara Escarpment, Greenbelt, Oak Ridges Moraine and other conservation areas during the generation and evaluation of alternatives.</p> <p>The results of the evaluation determined that while Alternatives 4-2 and 4-3 will result in new footprint impacts to some previously undisturbed areas, these alternatives have fewer impacts to sensitive designated lands and their impacts are considered relatively moderate and mitigable (particularly when compared to Alternatives 4-4 and 4-5 which result in a new escarpment crossing and significant encroachment into the Greenbelt). Impacts to natural areas will be minimized where possible during generation / evaluation of route planning alternatives in the next stage of the EA. The next EA study stage will also be supported by environmental field work that will include identifying locations of the most sensitive features within these designated areas.</p>
Environmental Effects	Concern about increased development pressure along any new corridor located in Greenbelt lands.	If a new corridor is located within the Greenbelt, limited highway access and proper land use policies can discourage development pressure for lands adjacent to the new corridor.
Environmental	Protect natural recreation areas	The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the

Theme	Comment	Response
Effects	(i.e. The Bruce Trail, rural hiking trails)	<p>existing environmental constraints within the Preliminary Study Area, including a recreation and trail map (Exhibit 4-7). The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at www.gta-west.com.</p> <p>As we move forward in the study we will begin gathering further detailed information on trail networks within the study area. This information will be used primarily in Stage 2 of the EA (Route Location) when the preferred alignment and right-of-way requirement for a new corridor will be determined. At that stage the Project Team will consider all trails and will develop mitigation measures to ensure trail connectivity, if impacts are anticipated.</p>
Environmental Effects	Protect agricultural lands and the interests of farmers and rural landowners.	<p>The study maintains as an underlying principle to protect prime agricultural lands to the extent possible which is consistent with the provincial policy direction in the <i>Growth Plan (2006)</i> and <i>Greenbelt Plan (2005)</i>. Each of the road widening and new corridor alternatives were assessed based on a number of evaluation criteria, such as natural environment (including agriculture and rural land use), social environment, cultural environment, economic, transportation performance and cost and constructability. Alternatives 4-2 and 4-3 were found to provide better overall benefits and less impact as compared to the other alternatives, and were therefore recommended to be carried forward for additional analysis.</p> <p>The additional analysis of these corridor options will allow us to look more closely at the specific potential effects associated with these two options including specific effects to land-use, the agricultural community and natural environment in order to make a more informed decision.</p>
Growth Plan	General doubt about the predicted growth figures in the Growth Plan.	<p>The Greater Golden Horseshoe is one of the fastest growing regions in North America. The <i>Growth Plan</i> is a 25-year plan that sets out a vision and strategic policy direction for managing growth in the Greater Golden Horseshoe. The population and employment projections and distributions that have been developed by the Project Team are consistent with the policy objectives of the <i>Growth Plan</i> and have been developed in</p>

Theme	Comment	Response
		consultation with the Ministry of Public Infrastructure and Renewal, Ministry of Municipal Affairs and Housing and the municipalities within the Preliminary Study Area.
Growth Plan	The planning horizon of 2031 is too short of a planning timeframe.	We recognize the challenge to balance the need for planning for longer terms and the need to have reliable forecast information regarding growth patterns. It is particularly important to strike the right balance in order to make informed decisions when planning for major infrastructures. The planning horizon and the growth level in the GTA West Corridor Study are consistent with the <i>Growth Plan</i> which provides the growth targets and the associated growth management policies for the year 2031.
Growth Plan	Discourage the propagation of urban sprawl.	This study was initiated to support the policy directions of the Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> , which was designed specifically to direct growth to built-up areas, where the capacity exists to accommodate the expected population and employment growth. Subsequently, the focus of this EA study has been to provide better transportation linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area identified in the Growth Plan (including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre) through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to intermodal facilities, airports and transit hubs.