

APPENDICES

Appendix A – Part 1 Summary of Comments and Responses

Part 2 Summary of Environmental Information Received from Conservation
Authorities

APPENDIX A – PART 1

Summary of Comments and Responses

**APPENDIX A – PART 1, Summary of Comments and Responses
GTA West Corridor Environmental Assessment
Overview of Environmental Conditions and Constraints Revised Draft Report**

Correspondence	Chapter/page in draft	Comments Received/ Concerns Identified	Response & Actions Planned / Taken	Change to Environmental Conditions and Constraints Report
Ministry of Energy and Infrastructure, Ontario Growth Secretariat Letter of September 19, 2008		<ul style="list-style-type: none"> In general, the <i>Overview of Transportation and Economic Conditions</i> is consistent with the Growth Plan for the Greater Golden Horseshoe. However, some specific comments are provided below. Please also note that the recommended changes regarding the Growth Plan should also be applied to the <i>Overview of Environmental Conditions and Constraints</i> document: 		
	1-1 2-9	The former Ministry of Public Infrastructure Renewal is now the Ministry of Energy and Infrastructure. Please make the changes accordingly throughout the Growth Plan.	Comment noted – reference to Ministry has been revised accordingly.	Report has been revised based on suggested wording.
	2-10	- Please remove the 2 nd paragraph re: Sub-Area Growth Strategies under 2.3.2 <i>Growth Plan for the Greater Golden Horseshoe</i> , as this is based on an old draft version of Growth Plan.	Comment noted - Reference removed.	Reference has been removed from text.
		- On page 14, <i>2.4 Municipal Policy</i> : For your information, all the municipalities are currently undertaking a conformity exercise to bring their official plans into the conformity with the Growth Plan. As you may know, the deadline for this exercise is June 2009. Please note that in case of any conflict between an official plan and the Growth Plan, the latter prevails.	Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will be reviewed again when report is finalized.	Updated land use sections have been included in the revised draft report.
	1-3 Exhibit 1-1	- On page 85, <i>Exhibit 5.2: Urban Growth Centres in the Greater Golden Horseshoe</i> : Please replace the map with the Schedule 4 - Urban Growth Centres of the Growth Plan, and add a zoom-in	Schedule 4 is provided in report.	No changes to the report.

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		box to highlight the preliminary study area for the GTA-West Transportation Corridor EA Study.		
		<u>Overall Comments:</u> <ul style="list-style-type: none"> • Are glad to see the progress of this project that you have made so far, and look forward to continuing participation in this important EA study process 	Comment noted.	No changes to the report.
		<ul style="list-style-type: none"> • To access any of the Growth Plan documents listed in this memo, please visit our website at www.placestogrow.ca. 	Comment noted.	No changes to the report.
Niagara Escarpment Commission Letter of October 20, 2008	Chapter 3	<ul style="list-style-type: none"> • We are pleased to note that the Niagara Escarpment Plan (NEP) is recognized and referenced throughout the document. However, there is only limited reference to the <i>Niagara Escarpment Planning and Development Act</i> and it is important that the two documents be assessed as part of the report. 	Comment noted – text will be revised.	References have been added to the report.
	Gen.	<ul style="list-style-type: none"> • Every effort must be made to find alternatives to new transportation corridors or find routes which avoid the NEP area so as to meet the overall objectives of the NEP including: <ul style="list-style-type: none"> - To protect unique ecologic and historic areas; - To maintain and enhance the quality and character of natural streams and water supplies; - To maintain and enhance the open landscape character of the Niagara Escarpment in so far as possible, by means such as compatible farming or forestry and by preserving the natural scenery - To ensure that all new development is compatible with the purpose of the Plan. 	Comments noted. The types of transportation improvements and their general location will be confirmed during the study process.	No changes to the report.
		<ul style="list-style-type: none"> • In Policy 2.2, General Development Criteria of the NEP, Sub-section 5 states that "Where development involves new roads, road improvements or service corridors, their designation and alignment should be in harmony with the Escarpment landscape", reinforcing the need to ensure that any new 	Specific impacts (including the need for mitigation or compensation measures) associated	No changes to the report.

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		<p>development must not have a negative impact on Escarpment environmental features such as contours, water quality, natural vegetation, soil, wildlife, population, visual attractiveness and cultural heritage features.</p>	<p>with any transportation solutions identified in the Recommended Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).</p>	
		<ul style="list-style-type: none"> We recommend that the Project Team continue to examine all alternatives to address transportation needs within the Study Area as part of the EA to ensure that options for improving existing transportation corridors or enhanced public transit are given equal consideration to new transportation corridors. 	<p>Same as above.</p>	<p>No changes to the report.</p>
	2-9	<ul style="list-style-type: none"> On page 9, first paragraph of the Draft Report it is stated "Where policy directions proposed projects listed in the following documents differ or seem contrary, the most current policy direction will be taken". We would like to suggest that this is not entirely appropriate. Most policy documents and legislation must be read together and new legislation does not necessarily supersede older policy or legislation. This is particularly important in the case of the NEP and the Greenbelt Plan and the Growth Plan. Section 4 of the Growth Plan recognizes that the Greater Golden Horseshoe (GGH) has many unique natural heritage features and areas that are already protected through legislation including the NEP and Greenbelt Plan. The Growth Plan "supports and builds on these initiatives." It does not supersede or replace them. In particular, the Growth Plan states that "or lands within the Greenbelt Area, all policies regarding natural systems set out in provincial plans, applicable to the Greenbelt Area, continue to apply". Section 2.2 of the Greenbelt Plan states that "The requirements of the NEP, established under the Niagara 	<p>Comment noted. Sentence has been deleted.</p>	<p>Reference has been deleted from the report.</p>

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		Escarpment Planning and Development Act continue to apply and the Protected Countryside policies do not apply with the exception of section 3.3”. We suggest that the draft report be revised to reflect the inter-relationship and applicability of policy and legislation.		
	4-62	<ul style="list-style-type: none"> In Section 4.6 of the Draft Report, on page 91, it is stated that “Potential displacement of existing residences, businesses or institutional uses is recognized as a high land use constraint to transportation development”. We support this conclusion but are concerned that the Draft Report does not identify a similar level of concern for the potential impact of a new transportation corridor on environmental features. On page 62, the Report simply states that proximity to infrastructure may affect a feature or species and that removal of habitat would lead to a reduction in abundance and biodiversity. We recommend that the Report be revised to clarify the position of the study team with respect to the importance of concluding that environmental features are also important constraints to transportation development. 	Comment noted – text will be revised as appropriate.	References have been added to the report.
	3-60	<ul style="list-style-type: none"> Although we are satisfied that the Draft Report clearly references the NEP policies in several sections, we encourage the Project Team to revise the Draft Report, in either Section 3.6.1 or 3.7.2 to clearly establish that any consideration of alterations to existing transportation routes or new transportation routes must include a specific evaluation of the potential visual impact on the Niagara Escarpment. The NEC has endorsed Visual Assessment Guidelines and these can be found on the NEC website. 	Comment noted – text will be revised as appropriate.	References have been added to the report.
Halton Region Letter September 5, 2008	4-78	<ul style="list-style-type: none"> Existing Air Quality Conditions: given the possibility of one or more transportation corridors through Halton Region, the Halton Region Health Department suggests that the Province conduct air monitoring for criteria air contaminants (carbon monoxide, sulphur dioxide, nitrogen dioxide, particulate matter 	The assessment of climate change and air quality will be as determined in a protocol developed between	No changes to the report.

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		<p>– PM_{2.5} and PM₁₀) particularly in the area of overlap for the various transportation corridor study areas.</p>	<p>MTO and the appropriate regulatory agency (e.g. MOE, EC, HC). Air quality and other surrogate measures that are representative of human health effects (i.e. noise) will be addressed at a broad level during the assessment of Preliminary Planning alternatives.</p>	
	4-78	<ul style="list-style-type: none"> • Suggests that noise assessment be done for both qualitative and quantitative measures. 	<p>Comment noted. The study will follow MTO's and MOE's policies for noise analysis and abatement for noise sensitive areas. Noise sensitive areas are defined by MTO's Environmental Guide for Noise.</p>	<p>No changes to the report.</p>
	Gen.	<ul style="list-style-type: none"> • In general, no major concern with the information contained in the report, but that potential changes in air quality and noise be considered and addressed in the EA process. 	<p>Comments noted.</p>	<p>No changes to the report.</p>
<p>Region of Peel Letter September 12, 2008</p>		<ul style="list-style-type: none"> • Report does a good job of identifying the environmental constraints found in the Preliminary Study Area. • Given the development pressures seen or expected in Peel, appreciate the inclusion of a section on Municipal Development Pressures. • Agree that the four areas identified within Peel (or immediately 	<p>Comments noted.</p>	<p>No change to report.</p>

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		adjacent) are under considerable development pressure. This points to the need for early corridor protection action and we urge the project team to expedite this aspect of the study.		
County of Wellington Letter of October 3, 2008	Exhibit 4-8	<u>Major Points:</u> <ul style="list-style-type: none"> “Exhibit 4-8 Pits and Quarries” shows no pits within Wellington: there are a number of pits across the study area within Wellington, including one of Ontario’s largest areas of extraction activity in Puslinch. The MNR should be contacted for an inventory of pits; this office can also supply zoning information to assist. 	Comment noted – will contact MNR to obtain inventory of pits.	Exhibit has been updated in the revised draft report.
	Exhibit 4-11	<ul style="list-style-type: none"> “Exhibit 4-11 Waste Sites” the sites in Rockwood and Morriston should be shown as “Closed”. 	Secondary source land use information is being updated during the study and will be summarized in the revised draft report.	Updated land use sections have been included in the revised draft report.
	3-31	<u>Minor Points:</u> <ul style="list-style-type: none"> “Section 3.4 Fish Habitat”: there appears to be a conflict between “Exhibit 3-7 Species of Conservation” which shows Endangered and Threatened symbols within the Grand River watershed portion of the study area, and the text which states “no species of concern were indicated for reaches or watercourses within the GRCA”. 	Comment noted – text will be revised.	Text in report has been revised.
	Exhibit 5-1	<ul style="list-style-type: none"> Built heritage information in Wellington is maintained primarily by the local municipalities, and they should be contacted in this regard if this has not already been done. 	Efforts were made to obtain comprehensive data at the planning level of detail. Site-specific information was not incorporated into the Draft Overview of Environmental Conditions and	No changes to the report.

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			Constraints report. Such information will be obtained and used as appropriate as the study progresses.	
		<ul style="list-style-type: none"> The maps should show the Hamlets of Ariss, Hamilton Drive, Everton, Ospringe, Brisbane, and Crewson’s Corners. 	Comment noted – Exhibit will be revised.	Exhibit has been updated in the revised draft report.
Town of Caledon Email September 12, 2008	2-10	1. P. 10 1st bullet: The province must ensure that a mechanism is in place to identify and protect corridors.	Comment noted.	No change to report.
	4-67	2. P. 67 last paragraph: Revise the last sentence to "However, current policy direction indicates that these lands will likely not to be needed for residential development until 2021, and a portion of the lands will be needed for industrial development."	Comment noted.	Report has been revised based on suggested wording.
	4-67-68	3. P. 67-68 Exhibit 4-1: The map contains some inaccurate information. Attached please find a corrected version for Caledon.	Land use information (including mapping) is being updated during the study. Revised versions will be included in the revised draft report.	Updated land use information and mapping in revised draft report.
	4-73	4. P. 73 suggested changes under Area #4: "Location: Area #4 is located north of Mayfield Road and west of the current Bolton Settlement Area, outside the current official Plan designated settlement area boundary. Plan Type: A portion of Area #4 along the west side of Coleraine Drive is subject to a study by the Town of Caledon which is proposing a settlement boundary expansion to accommodate the need for employment land. A portion of Area#4 east of Gore Road is one of several potential alternative locations identified for a settlement expansion to accommodate population growth after 2021. The Town is not undertaking a planning study at this time	Same as above.	Report has been revised based on suggested wording.

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		to determine the location for a residential land expansion to accommodate post-2021 population growth. A developer has submitted planning applications to the Region of Peel and the Town of Caledon proposing a residential / commercial / industrial development in the area between Coleraine Drive and Gore Road. Plan Status: No Status"		
	4-73	5. p. 73 The map for area #4 contains some inaccurate information. Attached please find a corrected version.	Same as above.	Report graphic has been updated.
	4-82	6. P. 82 under Town of Caledon: The Official Plan is currently being updated. It is suggested that there be reference to OPA 179's vision, goal and objectives for the prime Agricultural Area.	Same as above.	Report has been revised based on suggested wording.
	Exhibit 5-1	7. P. 94-95 Exhibit 5-1: Identify Cheltenham and Caledon Village on the map, and change "Caledon" to "Caledon East".	Comment noted.	Exhibit has been updated in the revised draft report.
	5-95	8. P. 95 under "Town of Caledon": Delete "west of Mississauga Road". The study looks at the area between Winston Churchill Blvd. and Creditview Road with a southern boundary at Old Baseline Road. Revise "...in the Study Area and with ..." to "in the Study Area and with a southerly boundary of Mayfield road (southerly limit of Town of Caledon)".	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	5-95	9. P. 95 Cataract Trestle Bridge: The bridge was demolished in 2005. Therefore, the sub-section should be removed from the study report.	Comment noted – reference to Cataract Trestle bridge will be removed.	Report has been revised to remove section on Cataract Trestle Bridge.
Town of Halton Hills	2-9	<ul style="list-style-type: none"> Section 2 refers to the use of the "latest versions" of municipal official plans. Please make certain that the most recent version of the Town's Official Plan is being used. The 	Land use information and mapping is being updated during the study	Updated land use sections have been included in the revised

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Email September 12, 2008		Consolidated May 2008 version is the latest one available.	through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will be reviewed again when report is finalized.	draft report.
	4-66	<ul style="list-style-type: none"> Section 4.1.3: Should consider the on-going Sustainable Halton Plan exercise because of its relevance to the location of future growth in the Region. 	Same as above	Updated land use sections have been included in revised draft report.
	4-66	<ul style="list-style-type: none"> P. 66: Under “Halton Region” modify the sentence which reads “North of Highway 407 is mainly agricultural land and small villages.” This sentence should actually refer to Highway 401 not 407? 	Comment noted – text is correct.	No change to report.
	4-66	<ul style="list-style-type: none"> P.66 In addition, in Halton Hills, the lands north of Highway 401 include the Town’s major urban centres, not just “agricultural land and small villages”. Specifically, located there, are the urban areas of the 401/407 Employment Area, Georgetown and Acton. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	4-66	<ul style="list-style-type: none"> P. 66: Also under “Halton Region” – the second paragraph only refers to the urban areas of Acton and Georgetown. This is incorrect as Halton Hills has three urban areas identified in its Official Plan - the 401/407 Employment Area, Georgetown and Acton. 	Comment noted – text will be revised.	Report has been revised and corrected.

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	4- 66/67	<ul style="list-style-type: none"> P. 66-67: Third paragraph under “Halton Region”, the section starting with the sentence “Given the availability of services...until service issues are resolved.” In light of the fact that the Sustainable Halton Plan exercise is still ongoing and five growth concepts have been released recently for public comment, it is presumptuous to state that undeveloped lands in Milton will be developed while the lands in Halton Hills will not be developed. This section should be modified to accurately reflect the status of the Sustainable Halton Plan exercise. 	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study.</p> <p>Comment noted and will be reviewed again when report is finalized.</p>	<p>Updated land use sections have been included in revised draft report.</p>
	4-67	<ul style="list-style-type: none"> P. 67: Last paragraph under “Halton Region”. There are three urban areas in Halton Hills (i.e. 401/407 Employment Area, Georgetown and Acton), not two. 	<p>Comment noted – text will be revised.</p>	<p>Report has been revised based on suggested wording.</p>
	4-67	<ul style="list-style-type: none"> Given the location of the Town of Halton Hills on the western boundary of Peel Region and immediately north of Milton, characterizing Halton Hills as being “isolated from the rapidly urbanizing GTA”, is not very accurate. 	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study.</p> <p>Comment noted and will be reviewed again when report is finalized.</p>	<p>Updated land use sections have been included in the revised draft report.</p>

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	4-67	<ul style="list-style-type: none"> P. 67: Third paragraph under “Peel Region”. Isn’t Northwest Brampton essentially designated for future urban development? 	Same as above.	Updated land use sections have been included in the revised draft report.
	4-75	<ul style="list-style-type: none"> P. 75: This information should reflect the status of the Sustainable Halton Plan exercise, specifically the five growth concepts currently being considered by the Region and the local municipalities. 	Same as above.	Updated land use sections have been included in the revised draft report.
	4-77	<ul style="list-style-type: none"> P. 77: Section 4.2.4: The sentence “Major commercial and industrial operations are generally located in the larger municipalities including Milton, Guelph, Acton, Georgetown, Brampton, Caledon, Vaughan, and King.” Should be modified. That is, it should also refer to the Town of Halton Hills’ “401/407 Employment Area”. It should also clarify that Acton and Georgetown are not actual ‘municipalities’ but rather urban areas located WITHIN the Town of Halton Hills. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	4-82	<ul style="list-style-type: none"> P. 82: Section 4.5.3 should also consider the policies of the Town of Halton Hills Official Plan (Consolidated May 2008), especially since a review of another local municipal official plan (i.e. Town of Caledon Official Plan) is included. 	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study.</p> <p>Comment noted and will be reviewed again when report is finalized.</p>	Updated land use sections have been included in the revised draft report.

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	5-95	<ul style="list-style-type: none"> P. 95: The Halton Hills section should reference the Town's Heritage Register. The Register is available at: http://www.haltonhills.ca/residents/pdf/heritageRegister.pdf Among other things, this Register lists properties designated under PART IV of the Ontario Heritage Act. For additional information regarding the Town's heritage resources, please contact Ashley Mancuso (Records Clerk) at AshleyM@haltonhills.ca 	Efforts were made to obtain comprehensive data at the planning level of detail. Site-specific information was not incorporated into the Draft Overview of Environmental Conditions and Constraints report. Such information will be obtained and used as appropriate as the study progresses.	No change to report at the current stage.
Town of Erin Letter of September 15, 2008	Exhibit 4-8	<ul style="list-style-type: none"> In regard to aggregate resources mapping, the Dufferin Aggregates Pit is not shown on Exhibit 4-8. The pit is active under Pit License P721015, located on Lots 11 & 12, Con 10 & Lot 11, Con 11. 	Comment noted. Mapping information was not available.	Updated environmental sections will be included in TDS at end of study.
	Exhibit 3-2	<ul style="list-style-type: none"> In regard to Exhibit 3-2 Wellhead Protection Areas please note that complete information of the well head protection zone, in the Town of Erin for the Black Creek in Limehouse has not been included. The well head protection area for the Black Creek, does not end at the Halton Erin Town line as shown on the map. 	Comment noted. Mapping information for wellhead protection area was not available.	Updated environmental sections will be included in TDS at end of study.
	3-23	<ul style="list-style-type: none"> In regard to Source Water Protection the Town of Erin has concerns regarding the potential risks of spills resulting in ground water contamination. Of specific concern to the Town is the transport of hazardous materials through the community on Provincial Highways and rail lines. 	Comment noted. Specific impacts (including the need for mitigation or compensation measures) associated with any transportation solutions identified in the Recommended	No changes to the report.

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			Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).	
		<ul style="list-style-type: none"> • The Town of Erin is embarking on a Master Servicing Plan for the whole of the municipality, although the focus is on the urban areas of Erin Village and Hillsburgh there are considerations for the rural areas in regard to long term transportation planning. 	Comments noted. The types of transportation improvements and their general location will be confirmed during the study process.	No changes to the report.
		<ul style="list-style-type: none"> • Within the GTA West Environmental Assessment Report there appears to be no direct consideration of safety or long term environmental effects and maintenance in regard to the consequences of weather. Freezing rain, fog, snow, snow squalls and strong winds are more prevalent above the brow of the escarpment resulting in driving conditions that: <ul style="list-style-type: none"> ○ create public safety issues; . ○ impede projected traffic movement; ○ make the transportation link operationally more expensive over the long term ; and ○ promote unsustainable environmental issues, a transportation link, in the form of a highway, must to be maintained "bare pavement" requiring enormous amount of salt which become part of the surface water and, in turn, groundwater. 	Specific impacts (including the need for mitigation or compensation measures) associated with any transportation solutions identified in the Recommended Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).	No changes to the report.

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		<ul style="list-style-type: none"> The Town of Erin respectfully requests that a comparison of historic climatic differences be considered as part of the assessment process. The Town of Erin is concerned with potential responsibility for emergency response regarding highway accident closures, loss of life and property and the resulting long term responsibility. 	The assessment of climate change and air quality will be as determined in a protocol developed between MTO and the appropriate regulatory agency (e.g. MOE, EC, HC).	No changes to the report.
Gamsby and Mannerow Limited (on behalf of the Township of Puslinch) Fax of October 3, 2008	Gen.	<ul style="list-style-type: none"> To this point of the EA process, we have no specific concerns or issues to bring to the Township Councils attention for consideration. 	Comment noted.	No changes to the report.
	Gen.	<ul style="list-style-type: none"> We expect that more specific comments would be provided to the Ministry of Transportation when alternative solutions have been generated for public review and consultation. 	Transportation solutions identified in the Recommended Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).	No changes to the report.
City of Guelph Letter of January 26, 2009	Exhibit 3-2	<u>Well Head Protection Areas – Exhibit 3-2</u> The City of Guelph wellhead protection zones have been identified in the Township of Puslinch/City of Guelph Groundwater Protection Study prepared by Golder Associates – Figure 7.2 (May 2006). This report should be used to more accurately define the wellhead protection areas in Figure 3-2 Wellhead Protection Areas within the Preliminary Study Area. The Grand River Conservation Authority (GRCA) has recently completed a Groundwater Characterization Study which will provide valuable information.	Comment noted- Exhibit revised to include wellhead protection zones for Guelph and Puslinch.	Exhibit has been updated in the revised draft report.

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	3	<p><u>Features and Conditions identified in Subwatershed Studies</u> The City has carried out a number of subwatershed studies over the years. These studies will provide background related to the environmental conditions and constraints in parts of the study area in and around Guelph.</p>	Secondary source environmental information and land use information is being updated during the study and will be summarized in the revised draft report.	Updated environmental and land use information has been included in the revised draft report.
	Exhibits 3-7 3-10 3-11 3-12 3-24	<p><u>Natural Heritage Strategy (Phase 2 Draft) – Dougan and Associates (July 2008)</u> The City has recently completed a DRAFT Natural Heritage Strategy – Phase 2 Terrestrial Inventory of Natural Heritage System Updates. This study provides mapping for a number of natural heritage features including significant woodlands (1ha or more), deer wintering areas, Wetlands, habitat for species at risk, etc.</p>	Same as above.	Updated environmental and land use information has been included in the revised draft report. Exhibits have been updated in the revised draft report.
	Exhibit 4-1	<p><u>Designated Employment Areas</u> We note that Exhibit 4-1 does not capture all the employment areas identified in the City’s Official Plan. The Official Plan can be accessed online on the City’s website.</p>	Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will be reviewed again when report is finalized.	Updated land use sections have been included in the revised draft report.

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	Exhibit 4-7	<u>Recreation and Trail Map Exhibit 4-7</u> We note that Exhibit 4-7 does not include the Guelph Radial Trail along Highway 7 east of Guelph, Starkey Trail on Wellington Rd. 37 and the Speed River Trail along the Speed River west of Guelph. The City's Trail Master Plan can also be accessed on the City's website.	Secondary source environmental information and land use information is being updated during the study and will be summarized in the revised draft report.	Update environmental sections have been included in the revised draft report.
		<u>3. Updates on Studies and Documents</u> We add the following to the list of "background studies and documents on municipal policy in Guelph" that was included in our letter of 28 May 2007: <ul style="list-style-type: none"> • City of Guelph Ground Water Protection Study (2006) • Various subwatershed studies • Natural Heritage Strategy (Phase 2 – DRAFT) 	Same as above.	See Appendix A – Part 2 for cross-reference.
		For copies of any of these studies or specific mapping, please contact Gwen Zhang, Transportation Planning Engineer, at 519-837-5604, ex. 2638, or by email at gwen.zhang@guelph.ca .		
Conservation Halton Letter September 12, 2008		<ul style="list-style-type: none"> • Comments do not include a review by aquatic ecology staff. Comments related to aquatic ecology will be forwarded shortly. 	Met with Conservation Halton and obtained updated environmental information during study.	TDS will be updated with additional environmental information received through consultation with Conservation Authorities during study.
	2-13	<ul style="list-style-type: none"> • Section 2.3.2 Protecting Public Health and Safety: The 2nd sentence in the 2nd paragraph of this section, on page 13, seems to be missing words. The sentence currently reads: "Development shall not be permitted to be located in hazardous lands and hazardous sites where the land use is." 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	2-13	<ul style="list-style-type: none"> • Although this section references floodways as a type of natural hazard, it should also recognize erosion as well. 	Comment noted – text	Report has been

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			will be revised.	revised based on suggested wording.
	3-20	<ul style="list-style-type: none"> Section 3.2.3 Hydrogeology: Kelso Bedrock Valley in the Campbellville/Milton area is not mentioned. This buried bedrock valley begins near Campbellville and runs in a northeast direction through Kelso to Milton Heights. In this area, a secondary buried bedrock valley oriented along the base of the Escarpment joins the main Kelso valley from the northeast. The Kelso valley then splits into two buried valleys. The first valley is oriented in a southeast direction to Lake Ontario. The west and main branches of Sixteen Mile Creek generally follow this valley. The second valley is oriented in a northeasterly direction toward Hornby, followed by an easterly direction, where it ultimately passes out of the watershed to connect with the bedrock valley associated with the Credit River. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	3-23	<ul style="list-style-type: none"> The hydrogeology in this area is currently being studied in greater detail as part of “Halton Region, Pilot Tier 3 Water Budget and Water Quantity Risk Assessment for the Town of Halton Hills (Acton and Georgetown)” under the Clean Water Act, 2006. The Study Team should consult with the Drinking Water Source Protection - Hamilton/Halton Source Protection Region for further details as they become available. 	Comment noted – see response above.	Updated environmental sections will be included in the TDS at end of study.
	3-22	<ul style="list-style-type: none"> 1st sentence of paragraph 2, Subsection ‘Groundwater Flow’ on page 22 states, “<i>The Niagara Escarpment acts as a regional topographic and groundwater flow divide.</i>” It would be helpful to include a regional groundwater flow map in the report. It is important to note that the Escarpment does not act as a regional groundwater flow divide. In fact, the groundwater flow along the Escarpment is the main source of water to the streams emerging along the toe of the Escarpment (e.g. Middle Branch of Sixteen Mile Creek). 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in TDS at end of study.
		<ul style="list-style-type: none"> A groundwater recharge and discharge map should be 	Same as above.	Same as above.

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		included in the report.		
		<ul style="list-style-type: none"> A map of high vulnerable areas/aquifers should also be included. This map is available from the groundwater study reports. 	Same as above.	Same as above.
	3-22	<ul style="list-style-type: none"> Text accompanying a map is required for significant recharge areas to the sensitive ecosystems. 	Same as above.	Same as above.
		<ul style="list-style-type: none"> Karst features are not mentioned in the report. It would be helpful to include a subsection in the report and mention whether karst features are present in the preliminary study area as per the PPS. A map showing the location of these features would also be very useful. 	Efforts were made to obtain comprehensive data at the planning level of detail. Site-specific information was not incorporated into the Draft Overview of Environmental Conditions and Constraints report. Such information will be obtained and used as appropriate as the study progresses.	No changes to report at present stage.
	3-26	<ul style="list-style-type: none"> Section 3.3 Surface Water: Staff are unclear as to why Sixteen Mile Creek is discussed in detail but Bronte Creek (Mountsberg Creek) is not similarly discussed. Recommend that it is somewhat misleading to suggest that “the Sixteen Mile Creek watershed is predominantly agricultural with the Town of Milton near the Preliminary Study Area boundary”. This description minimizes the significant amount of natural area in the Sixteen Mile Creek watershed. In addition, the Town of Halton Hills should be mentioned as approximately half of that municipality is within the Sixteen Mile Creek watershed. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in TDS at end of study.
	Exhibit 3-9	<ul style="list-style-type: none"> Section 3.5.1 Wetlands: With respect to evaluated wetlands 	Comment noted.	No change to report.

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		<p>identified within Conservation Halton’s watershed, staff agree that all of the evaluated wetlands have been listed in the report. This includes Provincially Significant Wetlands and Locally Significant Wetlands.</p>		
		<ul style="list-style-type: none"> There is no discussion of non-evaluated wetlands, which extend throughout the study area. According to Conservation Halton’s Approximate Regulation Limit (ARL), there are approximately 2270 hectares of wetlands regulated by Conservation Halton within the study area. These wetlands were determined through air photo interpretation and have not necessarily been ground truthed to confirm their presence or limits therefore this estimate is approximate. Regardless of the overall size of these wetlands, they are regulated by Conservation Halton and should be listed as potential environmental constraints within the report. Staff recognizes that the Province is not subject to Conservation Halton’s regulation. 	<p>Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.</p>	<p>Updated environmental sections will be included in TDS at end of study.</p>
	3-36	<ul style="list-style-type: none"> Section 3.5.2 Wildlife, Habitats and Movement: Staff are very concerned with the information presented regarding significant wildlife habitat and the fact that only deer wintering yards and raptor nesting sites were used to identify these areas. The Significant Wildlife Habitat Technical Guide (SWHTG) identifies the following as potential Significant Wildlife Habitat: Seasonal Concentration of Animals; Rare Vegetation Communities or Specialized Habitats For Wildlife; Habitat of Species of Conservation Concern; and, Animal Movement Corridors. The report only lists information on Seasonal Concentration of Animals and Specialized Habitats for Wildlife and this was limited to deer wintering yards and raptor nesting sites. This discussion should be included to list all the components of SWHTG from a variety of sources. 	<p>We acknowledge that the SWHTG identifies wildlife habitat that are not discussed in this section of the report. However, we feel the presence/absence of significant/sensitive features and species are captured under other categories such as designated areas (ESAs, ANSIs, PSW, NEC and SAR etc.). A greater level of detail on environmental features</p>	<p>No change to report</p>

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			will be obtained in the next phase of EA and on a narrower study area, when provincial secondary source information is supplemented by field work, local studies and knowledge etc.	
	3-36	<ul style="list-style-type: none"> In addition, staff are concerned that only one source of information (LIO) was used to determine where potential significant wildlife habitat exists given that the SWHTG lists 11 sources of potential resources in the identification of significant wildlife habitat. These resources should be reviewed for potential sources. Staff suggest that the Halton Natural Areas Inventory also be consulted as a potential source for identifying significant wildlife habitat. Please find enclosed a copy for your reference. 	Same as above.	Same as above.
	3-36	<ul style="list-style-type: none"> There is no discussion of movement and linkages within this section, as the title would suggest. There should be discussion of linkages and corridors within this section, which would satisfy the requirement to identify these areas. Given that the Niagara Escarpment runs through Conservation Halton’s watershed and is well known as the primary corridor for wildlife movement in this area, it should be discussed. The inclusion of this discussion would be consistent with Section 2.1.2 of the PPS. 	Same as above.	Same as above.
		<ul style="list-style-type: none"> Section 3.5.3 Woodlands and Other Vegetated Areas: Staff are very concerned that the Region of Halton’s significant woodland criteria were not used to determine the presence of significant woodlands for the study area, given that the report states, “the identification and evaluation of significant woodlands is a planning authority responsibility” (page 38). 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft	Updated environmental sections will be included in TDS at end of study.

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		<p>While we acknowledge that the NHRM gives criteria for evaluating significance of a woodland, it does not take into consideration the conditions of the planning area, which is why the municipalities are encouraged to develop their own criteria. For example, it would be difficult for smaller urban cities to have any woodlands greater than 40ha, but it does not mean that the remaining woodlands within these cities are not significant if they met the criteria established by the regional municipalities. It was staff understanding that the Regional Official Plans would be looked at as part of this study and therefore the Region of Halton’s criteria for determining woodland significance should be used when assessing woodlands in Halton.</p>	report.	
	Exhibit 3-14	<ul style="list-style-type: none"> Based on the Regional Official Plan mapping (OP Figure A2), there are numerous candidate significant woodlands that have not been included in the study. Exhibit 3-14 should be revised to include those woodlands identified as significant by the Regional municipalities. 	Same as above.	Same as above.
	Exhibit 3-16	<ul style="list-style-type: none"> Please provide clarification on what Exhibit 3-16 is intending to show, given that it summarizes the wooded areas as well as treed areas and watershed. It is unclear to staff what the purpose of this table is or how it is useful for the study. 	Comment noted – text will be revised.	Exhibit title revised.
	3-41	<ul style="list-style-type: none"> Under “Uncommon Characteristics” staff would include the cedar forests along the Escarpment as well as any other older growth, e.g., forests older than 100 years old that occur within the study area and not just limit the discussion to those features on the Oak Ridges Moraine. Staff recommends consulting the Sixteen Mile Creek Watershed Plan (1996) as woodlands of greater than 100 years were identified within that study. 	Efforts were made to obtain comprehensive data at the planning level of detail. Site-specific information was not incorporated into the Draft Overview of Environmental Conditions and Constraints report. Such information will be	Report text has been changed to acknowledge other older growth forests in Sixteen Mile Creek watershed.

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			obtained and used as appropriate as the study progresses.	
	Exhibit 3-7	<ul style="list-style-type: none"> Section 3.5.4 Terrestrial Species of Conservation Concern: Exhibit 3-7 gives an overview of all of the 'Species of Conservation' and does not decipher between aquatic and terrestrial species. Therefore a similar figure should be submitted for the terrestrial species or the discussion of species at risk should be grouped together regardless of where in the ecosystem they occur. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in TDS at end of study.
	3-44	<ul style="list-style-type: none"> Staff noted that there are 78 elemental occurrences for records of 42 different species at risk within the study area. Staff recommend that the Ontario Ministry of Natural Resources be consulted to determine the exact number of species potentially present, as Conservation Halton has several more species at risk records on file for our watershed. While some of these may be historic, there is a drastic difference in the number of SAR and this may be true for the remaining sections of the study area. This consultation will likely involve a variety of staff from several offices of the MNR and we recommend that these discussions be initiated sooner rather than later. 	Efforts were made to obtain comprehensive data at the planning level of detail. Site-specific information was not incorporated into the Draft Overview of Environmental Conditions and Constraints report. Such information will be obtained and used as appropriate as the study progresses.	No change to report
	3-44	<ul style="list-style-type: none"> As of June 30, 2008, there is a revised MNR/COSSARO Species at Risk in Ontario list that should be consulted to determine if any of the identified species have been affected by the new legislation. It should be noted that "Endangered Regulated" is no longer a term used under the Ontario <i>Endangered Species Act</i> 2007 as of June 30, 2008. Please revise. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	Exhibit 3-20	<ul style="list-style-type: none"> Section 3.6 Designated Areas: On Exhibit 3-20, #85 is incorrectly labelled as the Esquensing and Escarpment Tracts, 	Comment noted – text will be revised.	Report has been revised based on

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		while it should just be the Escarpment Resource Management Area.		suggested wording.
	3-46	<ul style="list-style-type: none"> • Discussion of the Niagara Escarpment should include its wildlife corridor function or, alternatively, the Niagara Escarpment should be discussed in the wildlife section. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in the TDS at end of study.
	Exhibit 3-20 And Exhibit 3-20a	<ul style="list-style-type: none"> • It appears that only those park areas within the Niagara Escarpment Plan Area have been identified, which we are concerned with, as all parks within the Study Area should be listed as environmental constraints to the project. The following areas have not been included in this discussion. Please find enclosed a map of the areas identified below. For a digital copy of this data please contact Jarold Holland-Hibbert at ext. 254 or at jholland-hibbert@hrca.on.ca: <ul style="list-style-type: none"> ○ Scotch Block Reservoir ○ McLean Resource Management Area ○ McCrodan Resource Management Area ○ Bunker Resource Management Area ○ Shanahan Resource Management Area ○ Burns Conservation Area ○ McKenzie-Davis Resource Management Area ○ Frank Tract ○ Conley Tract ○ Kassam Resource Management Area ○ Elliot Tract ○ Finney Tract ○ Acton Tract ○ Halton Hills Channel Water Control Area ○ Esquesing Conservation Area ○ Coulson Tract 	Comment noted – exhibits will be revised.	See Appendix A - Part 2, Section 3.6 for cross-reference.

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	Exhibit 3-22 and Exhibit 3-24	<ul style="list-style-type: none"> • Section 3.6.4 ANSIs: Staff noted that there are issues with the numbering system on Exhibit 3-22 as it corresponds to Exhibit 3-24. For example, A24 should be Speyside in Halton Region not Inglewood Forest in Peel Region. • Halton Forest South is not included in the Table, though it should be A8 on the figure not the Eramosa River Valley as listed currently. 	Comment noted – exhibits will be revised.	See Appendix A – Part 2 for cross-reference.
	Exhibit 3-22	<ul style="list-style-type: none"> • Exhibit 3-22: Please check the names of the municipalities (last column) with Exhibit 3-24. An example: for Map Code A18 'Blue Springs Creek Wetlands; Exhibit 3-24 shows the location in York Region while Exhibit 3-22 indicates 'Halton Region'. 	Same as above.	See Appendix A – Part 2 for cross-reference.
	3-57	<ul style="list-style-type: none"> • Sections 3.6.5 and 3.6.6 Locally/Regionally Designated Features and Areas and ESAs: There should be a map of the Environmentally Sensitive Areas (ESAs) and Greenlands Systems for each municipality. For Halton Region, there is the Speyside Escarpment Woods ESA, the Hilton Falls Complex ESA, Brookville Swamp ESA, Brooklin Drumlin Fields ESA and Moffat Swamp ESA that have the potential to be impacted by the project. The County of Wellington has extensive Greenlands located north of Highway 401 that should be included in this study as well. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in TDS at end of study.
	Exhibit 3-26	<ul style="list-style-type: none"> • Section 3.7.1 Legislative and Policy Protection, Exhibit 3-26: Under most headings, the Niagara Escarpment Plan should also be listed. 	Comment noted – exhibit will be revised.	Report has been revised based on suggested wording.
	Exhibit 3-26	<ul style="list-style-type: none"> • Under Groundwater, the PPS should also be listed. 	Comment noted – exhibit will be revised.	Report has been revised based on suggested wording.
	Exhibit 3-26	<ul style="list-style-type: none"> • Under Wetlands, the <i>Conservation Authorities Act</i> and the <i>Greenbelt Plan</i> should be listed as applicable legislation. 	Comment noted – exhibit will be revised.	Report has been revised based on suggested wording.

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	Exhibit 3-26	<ul style="list-style-type: none"> Under Woodlands and Other Vegetated Areas, in addition to Section 2.1.2 of the PPS, Sections 2.1.3 (b) and potentially 2.1.4 (d) should also be listed. Alternatively, the column could simply reference the PPS without specific reference to the subsections. The various Regional Official Plans should also be listed. 	Comment noted – exhibit will be revised.	Report has been revised based on suggested wording.
	Exhibit 3-26	<ul style="list-style-type: none"> Under ANSIs and ESAs, this should be broken into two sections as the PPS and the <i>Greenbelt Plan</i> apply to ANSIs, while they do not for ESAs. Both should also have Regional Official Plans listed as applicable legislation. 	Comment noted – exhibit will be revised.	Report has been revised based on suggested wording.
	3-60	<ul style="list-style-type: none"> Section 3.7.3 Groundwater: Staff recommended that a fourth indicator be added to the bulleted list on page 60. Specifically, we recommend adding “highly vulnerable aquifers”. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
	3-61	<ul style="list-style-type: none"> Section 3.7.6 Terrestrial Ecosystems: This summary should be revised to include the above recommended information. For example, expanding the Significant Wildlife discussion to include all possible habitats under the SWHTG, including regulated wetlands, revising the significant woodland discussion based on the respective Official Plans, and based on the consultation with the MNR regarding species at risk. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	Updated environmental sections will be included in TDS at end of study.
	4-86/87	<ul style="list-style-type: none"> Section 4.5.6 Parks and Recreational/Trails Areas: Staff recommend including this section in Designated Areas section of the report (Section 3.6) given the environmental aspect these areas have. In addition, staff note that none of Conservation Halton’s Conservation Areas have not been included on Exhibit 4-7 nor are they discussed in the report. This should be revised. 	Secondary source environmental information is being updated during the study and will be summarized in the revised draft report.	See Appendix A – Part 2 for cross-reference.
	4-90	<ul style="list-style-type: none"> Sections 4.5.9 to 4.5.13: The numbers (e.g. ‘Brownfield Sites’) given in the text are not consistent with those shown on Exhibit 4-11. 	Same as above.	See Appendix A – Part 2 for cross-reference.

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		<ul style="list-style-type: none"> Summary: As demonstrated within the draft report and as shown on the enclosed maps, the Study Area within Conservation Halton’s watershed, consists of numerous Provincially and locally significant features and functions including, but not limited to: Provincially and Locally Significant Wetlands, Significant Wildlife Habitat, Environmentally Sensitive Areas, Significant Woodlands, Provincially Significant Areas of Natural and Scientific Interest, Significant Habitat of Endangered and Threatened Species; large areas of publicly owned land; corridors and linkages; and, the Niagara Escarpment. As outlined in previous correspondence, staff strongly recommend against a new transportation corridor within this area, given the high level of Provincially and Locally significant features and functions that would be impacted. 	Comment noted.	No change to report.
Conservation Halton Letter of September 23, 2008 (further to letter of September 12, 2008)	Gen.	Please find the following comments relating to aquatic ecology. Staff note that the majority of the comments are related to detailed design and we are aware that the EA is certainly not at that point. We request that these comments be kept on file for future reference.	Comment noted.	See Appendix A – Part 2 for cross-reference.
	3-26	1. Please confirm whether Conservation Halton’s fisheries database was consulted in preparing the natural environment fish and fish habitat section. This database should be referenced when preparing future reports in the environmental assessment process;	Conservation Halton’s fisheries database was consulted during the study to confirm the study team’s understanding of most sensitive areas during generation of road based transportation planning alternatives. However, the Draft Existing Environmental Conditions Report	Updated environmental and land use sections will be included in TDS at end of study.

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			summarizes information at a provincial level. Secondary source environmental information and land use information is being updated during the study and will be summarized in the revised draft report.	
	3-23	2. It is requested that all crossings of watercourses associated with this process encompass the entire meander belt width of the watercourse;	Comments noted. The types of transportation improvements and their general location will be confirmed during the study process.	No change to report.
		3. It is requested that transportation conduits be designed and managed to minimize as much as possible the use of salt for snow and ice clearing. This is requested because current stormwater management practices are not able to remove salt from stormwater. Alternatives to salt for de-icing transportation conduits should be thoroughly explored;	Specific impacts (including the need for mitigation or compensation measures) associated with any transportation solutions identified in the Recommended Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).	No change to report.
		4. Crossing locations that are already disturbed or that overlap with existing crossings would be preferred over crossings at undisturbed sections of watercourses;	Same as above.	No change to report.

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		5. Crossings of watercourse locations where mature riparian vegetation is present are discouraged;	Same as above.	No change to report.
		6. Route alternatives that achieve the least number of watercourses crossings are preferable to routes involving a greater number of crossings;	Same as above.	No change to report.
		7. Any transportation crossings of creeks shall be located on straight sections of watercourses that appear to be stable in terms of their physical geomorphology;	Same as above.	No change to report.
		8. Open bottom crossings will be required for any crossings of cold water watercourses or for crossings where groundwater discharge is occurring; and,	Same as above.	No change to report.
		9. The deposit of water that is warmer than ambient water temperatures in creeks during the summer months within Conservation Halton's jurisdiction is considered to be deleterious. Section 36 (3) of the Federal Fisheries Act prohibits the deposit of a deleterious substance into waters frequented by fish. As such, it will be necessary that all stormwater originating from transportation conduits constructed as a result of this project be treated to mitigate thermal warming generated by the contact between precipitation and the transportation conduit. If mitigation of the thermal warming is not possible, these transportation conduits should be designed to avoid the initial warming of stormwater. As such, it is suggested that once route alternatives for the transportation conduit have been chosen, temperature monitoring using accepted protocols be initiated to establish baseline information regarding thermal regime of the creeks receiving stormwater from the new transportation conduit. It is requested that three years of summer season water temperatures be obtained using appropriate field protocols (e.g. data loggers or Ontario Stream Assessment Protocol Temperature Module) prior to final design of the transportation corridor.	Same as above.	No change to report.

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<p>Toronto and Region Conservation Authority</p> <p>Letter of October 6, 2008</p>	3-24	<p>1. Section 3.3, Surface Water, describes 4 watersheds (Humber River, Credit River, Sixteen Mile Creek, Eramosa River) that comprise nearly 75% of the Preliminary Study Area. Although Etobicoke Creek, Mimico Creek and the Don River represent smaller watersheds, maintaining and improving the health and function of these systems is extremely important. These watersheds form and contribute to many of the significant natural heritage features that still exist within the jurisdiction. Consideration and protection of these natural features will need to be incorporated into the EA as it is developed.</p>	<p>The Project Team will continue to collect data. Detailed water resources information will be evaluated and used as appropriate as the study progresses.</p>	<p>No changes to the report.</p>
	3-24	<p>2. A clear understanding of the existing conditions and constraints within the TRCA watersheds is required to help develop a sustainable growth plan that will not create or increase natural hazards. Section 7 of the report makes reference to the report card on the health of the Humber River Watershed and to the <i>Humber River Watershed Plan</i>. Please ensure that all relevant TRCA policies, regulations and reports are included in the EA to ensure that there is an accurate and complete understanding of each of the areas within the study area. For instance, there is no reference to the Etobicoke, Mimico or Don watershed reports, all of which can be found under "Protecting Our Water" on the TRCA website at www.trca.on.ca. Reference should also be made to the TRCA Valley and Stream Corridor Management Program, October 1994, which outlines infrastructure and servicing requirements to allow for continuous greenspace corridors and prevent, eliminate or minimize the threat of life and property caused by flooding, erosion and slope instability.</p>	<p>Secondary source environmental information and land use information is being updated during the study and will be summarized in the revised draft report.</p>	<p>Updated environmental and land use sections have been included in the revised draft report.</p>
	3-57	<p>3. Section 3.6.6 of the report briefly discusses Environmentally Sensitive Areas (ESA), but does not discuss details of these areas. Please include in the report further information regarding ESA's, as they will be important to identify when determining the preferred alternative.</p>	<p>Secondary source environmental information is being updated during the study and will be summarized in the revised draft</p>	<p>Updated environmental sections have been included in the revised draft report.</p>

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			report.	
		4. Discussion regarding Special Policy Areas (SPA) appears to be missing in the report. Please include a discussion on SPA'S as the location of these areas may result in impacts to the preferred alternative.	Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will be reviewed again when report is finalized.	Updated land use sections have been included in the revised draft report.
		5. TRCA staff was recently on site with staff of the Ministry of Natural Resources (MNR) to stake new Provincially Significant Wetlands (PSW), north of Mayfield Road and north of the Heart Lake Wetland Complex. It was determined during the site visit that at least one new wetland may become part of this complex, along with several other wetlands further north on the Mayfield West lands. The status of these wetlands will be determined once MNR completes their analysis and report. Ultimately, there may be additional PSW's identified than what is shown in the report.	Secondary source environmental information and land use information is being updated during the study and will be summarized in the revised draft report.	Updated environmental and land use sections have been included in the revised draft report.
	Exhibit 3-5	6. Exhibit 3-5, Aquatic Resources, shows the West Humber River watercourses as all being warm water. Please contact the Ministry of Natural Resources (MNR) for an updated map.	Same as above.	Updated environmental and land use sections have been included in the revised draft report.
		7. TRCA, in partnership with the Region of Peel, has been conducting the Regional Watersheds Monitoring Program for the past several years, The Region of Peel and TRCA will also be conducting additional groundwater, surface water and aquatic	Secondary source environmental information and land use information is being	Updated environmental and land use sections have been included in the revised draft report.

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		<p>monitoring within the areas of Boyce's Creek and Centreville Creek as part of the monitoring requirements for water takings due to future development within the Town of Caledon. These watercourses provide important terrestrial and aquatic habitat as part of the headwaters of the Humber River watershed. Please provide some discussion in the EA regarding sensitive headwater areas.</p>	<p>updated during the study and will be summarized in the revised draft report.</p>	
		<p>8. Once the preferred solution and design is determined, please use a "treatment train" approach to deal with stormwater runoff from proposed structures. Further comments will be provided as the EA is developed.</p>	<p>Specific impacts (including the need for mitigation or compensation measures) associated with any transportation solutions identified in the Recommended Transportation Development Strategy will be identified in subsequent studies (i.e. Phase 2 as noted in the approved ToR).</p>	<p>No changes to the report.</p>
	<p>4-70:75</p>	<p>9. Section 4.1.3.1 - Municipal Development Pressures, identifies several areas within TRCA's jurisdiction in which development is expected to take place. In addition to those areas shown in the report (pages 70-75), there are a number of areas in Brampton which should also be considered. There are 2 large block plans (Areas F and H), south of Castlemore Road that will be developed in the next few years. There are also 3 other Block Plan areas between Countryside Drive and Mayfield Road that are in the Planning process, and will likely be developed within the next 5 to 10 years. In essence, all remaining undeveloped areas from Heart Lake Road west to Highway 50 are within the current urban fabric. All of these are now within Block</p>	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will</p>	<p>Updated land use sections have been included in the revised draft report.</p>

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		<p>Plan/MESP/Secondary Plan areas. Although the speed of development within these areas will be better determined through Peel's future Places to Grow (Growth Plan) conformity exercise, a major infrastructure project like this should consider the full build-out scenario which is planned, and is not that many years away (before 2021). Please contact the City of Brampton for further details regarding proposed development plans.</p> <p>In Caledon, the Mayfield West community located east of Highway 10 north of Mayfield is a large new community that should be taken into account. Initial phases of construction of this community are now underway. Phase 2 of this community, located to the west of Highway 10, north of Mayfield is in the planning process. Exact numbers for anticipated populations will be refined through their Growth Plan conformity exercise, however, a population of approximately 20,000 is anticipated for this community by 2021.</p> <p>The report also identifies the 'Solmar' proposal on Page 73. Although this is likely on hold at present time, Caledon has initiated a Bolton - South Albion study to look at potential commercial/industrial expansion. The Town of Caledon is also examining population intensification opportunities for Bolton as part of their growth management planning exercise. Please contact the Town of Caledon for further information regarding proposed development plans.</p>	<p>be reviewed again when report is finalized.</p>	
		<p>10. TRCA property is located throughout TRCA's jurisdiction. These lands form an integral part of the landscape and provide natural heritage linkages. Discussion should be included in the EA that identifies these areas such that they can be avoided as the "alternative to" and "alternative methods" are developed.</p>	<p>Site-specific information such as detailed information of private conservation lands will be considered when appropriate as the study progresses.</p>	<p>No changes to the report.</p>

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	Gen.	<p><u>Overall Comments:</u></p> <ul style="list-style-type: none"> Both documents provide a thorough review of the natural and socioeconomic features within the study corridor. 	Comment noted.	No changes to the report.
		<ul style="list-style-type: none"> As illustrated in the Environmental Conditions and Constraints report, there are very few wetlands, densely wooded areas and Areas of Natural and Scientific Interest (ANSI), for example, left within TRCA's jurisdiction. It is therefore imperative that the remaining natural features and their corridors remain protected. Staff will continue to be involved as this EA is developed to ensure that these natural features are protected and to provide input to ensure development of the best possible solution. 	The Project Team has and will continue to communicate with the Toronto Region Conservation Authority to obtain up-to-date information and mapping related to the natural environment.	No changes to the report.
		<ul style="list-style-type: none"> Please ensure that staff is notified of any upcoming public meetings and advisory group meetings, and that we receive six (6) hard copies and one (1) digital copy, in pdf form, of any reports that follow. 	Same as above.	No changes to the report.
		<ul style="list-style-type: none"> Please also provide a response to this letter using the numbering scheme provided in this letter that identifies how these comments have been addressed. 	Met with TRCA to address comments and respond to questions.	No changes to the report.
<p>Solmar Development Corporation</p> <p>Fax of October 17, 2008</p>		<p><u>Area #3: Brampton-Caledon (Bolton) Interface</u></p> <p>As mentioned, the City of Brampton is currently moving forward with a secondary planning exercise known as the 'Highway 427 Industrial Secondary Plan' which includes designated employment lands and residential lands. The said plan is bounded by Castlemore Road to the south, Highway 50 to the east, The Gore Road to the west and Mayfield Road to the north.</p>	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study.</p> <p>Comment noted and will be reviewed again when</p>	Updated land use sections have been included in the revised draft report.

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			report is finalized.	
		Accordingly, the diagram shown on Page 72 of <i>Draft Overview of Environmental Conditions and Constraints Report</i> should be amended to reflect the accurate secondary plan area.	See above comment.	Updated land use sections have been included in the revised draft report.
	4-73	<u>Area #4: West of Current Bolton Urban Area</u> Solmar's lands are located within one of the six areas (Area #4) within the 'Preliminary Study Area' identified as a 'Development Pressure Area'. The diagram shown on Page 73 within <i>Draft Overview of Environmental Conditions and Constraints</i> report is incorrect.	See above comment.	Updated land use sections have been included in the revised draft report.
	4-73	A 'Pending Application' exists for a 'complete community' plan known as Humber Station Villages (<i>See Attached Plan</i>). The said application(s) have been deemed complete by both the Region of Peel and Town of Caledon (<i>See Attached Letters</i>) and have been deferred pending the <i>Places to Grow</i> conformity exercise.	See above comment.	Updated land use sections have been included in the revised draft report.
	4-73	Accordingly, our office requests that the diagram on Page 73 be amended to correctly identify the said development approval application(s). It should be noted that the lands included within the aforementioned applications are not represented by one developer but instead several landowners with an active interest.	See above comment.	Updated land use sections have been included in the revised draft report.
	4-67	<ul style="list-style-type: none"> On Page 67 of the said report the study team outlines Caledon's existing settlement areas but fails to mention the <i>Mayfield West Settlement Area</i>. Such a settlement area should be included in the analysis being undertaken as part of the GTA West Corridor Environmental Assessment. 	Comment noted – text will be revised.	Report has been revised based on suggested wording.
		<ul style="list-style-type: none"> Through review of the said reports prepared by your study team, our office has noted that the <i>Mayfield West Planning Area</i> is not considered as a 'Development Pressure Area'. The <i>Mayfield West Planning Area</i> is bounded by Mayfield Road to the south, Dixie Road to the West, Chinguacousy Road to the 	Land use information and mapping is being updated during the study through direct consultation with	Updated land use sections have been included in the revised draft report.

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		<p>east and Old School Road to the north (See Attached Diagram). The Town of Caledon is currently undertaking several background studies in support of a second urban boundary expansion as part of the <i>Mayfield West Phase 2 Secondary Plan</i> which includes additional residential development with limited employment lands. Included within the <i>Mayfield West Planning Area</i> is the intersection of HWY 401 (Extended) and HWY 10; a major goods movement corridor within the Region of Peel serving the Golden Horseshoe and beyond. Accordingly, given the significance of this area as a major goods movement corridor, the <i>Mayfield West Planning Area</i> must be identified as an additional 'Development Pressure Area' as part of the <i>GTA West Corridor Environmental Assessment</i>.</p>	<p>municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study. Comment noted and will be reviewed again when report is finalized.</p>	
		<p><u>Closing comments:</u></p> <ul style="list-style-type: none"> Their office strongly encourages the study team to be mindful of all pending development approval applications within the study area and is strongly opposed to the hindrance of development approval applications prior to identifying a potential transportation corridor or alternative solution(s). 	<p>See above comment.</p>	<p>Updated land use sections have been included in the revised draft report.</p>
		<p>Are extremely concerned that numerous public agencies, including the Region of York, appear to have a preconceived notion that a "400 Series Highway" is the proposed solution and subject matter of the GTA West Corridor Environmental Assessment.</p>	<p>Comments noted. The types of transportation improvements and their general location will be confirmed during the study process.</p>	<p>No changes to the report.</p>
<p>Community of Valleywood (Town of Caledon)</p>	<p>1-1</p>	<p><u>Overview of Study Process:</u></p> <ul style="list-style-type: none"> Did not provide explanation on what Working Paper #1 is. Check spelling. 	<p>Working Paper #1 is Overview of Transportation and Economic Conditions.</p>	<p>Text revised to state name of both Working Papers 1 and 2 on page 1.</p>

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Email September 12, 2008		<p><u>Policy Context:</u></p> <ul style="list-style-type: none"> • While all the policy statements are important, they most impact Caledon in the areas of Land Use - Agricultural lands, Aggregate deposits and Heritage sites. • Two options for the transportation corridor from a Caledon perspective include <ol style="list-style-type: none"> 1) in the vicinity of Mayfield West where the Agricultural Land Use, Heritage issues have already been addressed so would create less disruption / impact to other areas, and 2) as far north as possible, even in the Greenbelt south of the Oak Ridges Moraine, so as to preserve as much Agricultural land as possible – but minimizing the impact to environmentally sensitive areas would have to be a focus. 	Comments noted. The types of transportation improvements and their general location will be confirmed during the study process.	No change to report.
	Chapter 3	<p><u>Natural Environment:</u></p> <ul style="list-style-type: none"> • The second option outlined in the Policy Context section would also minimize the impact on wildlife. 	Comment noted. Wildlife is included under Natural Heritage.	Updated Land Use sections have been included in the revised draft report.
	Chapter 4 (throughout)	<p><u>Land Use - Agricultural:</u></p> <ul style="list-style-type: none"> • Information for the Town of Caledon is outdated (Official Plan December 2004). A more current version available. • Caledon has updated its Rezoning Bylaw. • Significant growth in the Mayfield West area, adjacent to the Valleywood community, from now until 2031 (including 2,800 to 33,000 residents, plus significant commercial and retail businesses). This is a significant change in direction from what is stated in the report for Caledon, i.e. there are development pressures in the south-east areas of Caledon, but these lands will not be needed until after 2021. Unless the Mayfield West growth plan is revised, the lands in the south- 	<p>Land use information and mapping is being updated during the study through direct consultation with municipalities and planning department staff. An updated land use section of the report will be issued at the end of the study.</p> <p>Comment noted and will be reviewed again when</p>	Updated Land Use sections have been included in the revised draft report.

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		east of Caledon will not be required until after 2031. I suggest this contradiction needs to be clarified.	report is finalized.	
		<ul style="list-style-type: none"> Report noted that there will be no development in the north-east of Brampton until 2021. Based on observation, however, south of Mayfield Road (Brampton), in both the north-west and north-east areas, there are significant development underway and possibly more between now and 2031. Development will evolve over time and the report should reflect the most current plans. 	Report wording will be reviewed and updated as appropriate at end of study.	Updated land use section based on latest OPs and development applications have been included in the revised draft report.
		<p><u>Closing Comments:</u></p> <ul style="list-style-type: none"> Learned a lot about the Environmental Assessment process. Report is very well done. <p>Biggest issue, however seemed to be the data was based on sources that are now out of date – a gap that really needs to be addressed.</p>	Secondary source environmental information and land use information is being updated during the study and will be summarized in revised draft report.	Updated Land Use and Environmental sections have been included in the revised draft report.

APPENDIX A – PART 2

Summary of Environmental Information Received from Conservation Authorities



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Preface	
<ul style="list-style-type: none"> • Summary of environmental information received follows the draft submission of the GTA West Corridor Environmental Assessment Overview of Environmental Conditions and Constraints (July, 2008). • Correspondence received is specific to consultation with four (4) Conservation Authorities, namely Toronto and Region Conservation Authority (TRCA), Credit Valley Conservation (CVC), Conservation Halton (CH), and Grand River Conservation Authority (GRCA). • Opportunities for feedback on the draft report from the above mentioned Conservation Authorities (CAs) follows the July, 2008 submission. • Members of the Project Team also held several workshops at each respective CA office to provide further input on existing environmental conditions as well as to acquire additional environmental information through personal consultation as well as electronically through Geographic Information Systems (GIS) data files. The following workshops were held on the following dates: <ul style="list-style-type: none"> ○ CH – May 19, 2009 at 10:15 am ○ TRCA – May 20, 2009 at 9:15 am ○ CVC – May 20, 2009 at 1:00 pm ○ GRCA – May 26, 2009 at 9:00 am 	
Chapter 3	
Section 3.1.3 East of the Niagara Escarpment	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • The Peel Plain is an expansive area (encompassing the central portions of the Regional Municipalities of Halton, Peel and York and the northwestern portion of the City of Toronto) that is of agricultural significance due to its unique till soil. <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> • Electronic GIS data showing the crest of slope within CVCs jurisdiction.
Section 3.2.3 Hydrogeology	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Pages 17 and 18 in Appendix A - Part 1. <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • International Sensitivity Index (ISI) values have been assigned to all areas within the watershed. They indicate the potential for contamination to affect the first aquifer, thus are an informal indicator of sensitivity. • The Grand River Watershed is groundwater and surface water based. There are numerous local groundwater studies available. Groundwater issues have a very high local profile in the watershed. • Electronic GIS data showing vulnerable areas (i.e., vulnerability to contamination) within GRCA's jurisdiction.
Section 3.3 Surface Water	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • See Page 29 in Appendix A - Part 1. • Electronic GIS data showing regulation limits, flood lines, as well as existing intermittent and permanent surface water resources within TRCA's jurisdiction. <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> • The Credit River Water Management Strategy Update, as well as other watershed reports is available on the CVC website. • Electronic GIS data showing engineered flood lines, estimated meander belt widths, and regulation limits within CVCs

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	<p>jurisdiction</p> <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • Blue Springs Creek system is a significant feature in the GRCA watershed. • Subwatershed studies for creeks throughout the watershed, such as Clythe Creek, Hanlon Creek and Mill Creek, are available by contacting the City of Guelph. • Should review the Great Lakes Conservation Blueprint for Biodiversity. The study was a joint project between MNR and the Nature Conservancy of Canada that identified significant watershed features. • Electronic GIS data showing Fisheries and Oceans Canada drainage (thermal regime) classification, GRCA discharge areas, floodplains, regulation limits, slope erosion, virtual drainage, and water source protection within GRCAs jurisdiction.
<p>Section 3.4 Fish and Fish Habitat</p>	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS data showing fish sampling locations, and captured fish species within TRCAs jurisdiction. • The Humber Watershed is a mix of warm, cold, and Redside Dace designated waterways. <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • Marden Creek is considered a cold water creek since Brook Trout have been found in the creek. • An electronic copy of the GRCA Fisheries Management Plan was provided.
<p>Section 3.5 Terrestrial Ecosystems</p>	<p>Conservation Halton</p> <ul style="list-style-type: none"> • The Sustainable Halton Environmental Report is available on Halton Region's website and provides a wealth of natural heritage information. <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS data showing Ecological Land Classification, natural cover, Don River and Humber River Watershed 'target terrestrial ecosystem' as per the Terrestrial Natural Heritage System Strategy mandate within TRCAs jurisdiction. They are defined as minimum area requirements needed by the TRCA to achieve a complete and healthy terrestrial natural heritage system. <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • The City of Guelph has recently completed the first phases of a Natural Heritage Strategy. These documents are available on the City of Guelph website. • The quadrant of the Grand River Watershed that is within the project study area is the most sensitive area of the watershed and has a high biological diversity. It contains features like the Eramosa River, Blue Springs Creek, Galt-Paris Moraine, wetlands, interior forests, etc. • Electronic GIS data showing ecoregions and land classification cover within GRCAs jurisdiction.
<p>Section 3.5.1 Wetlands</p>	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Pages 18 and 19 in Appendix A - Part 1. <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • See Page 30 in Appendix A - Part 1. <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> • Electronic GIS point data showing evaluated as well as

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	<p>potential wetlands within CVCs jurisdiction.</p> <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS point data showing wetland features within GRCA's jurisdiction.
Section 3.5.2 Wildlife, Habitats, and Movement	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Pages 19 and 20 Appendix A - Part 1. <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS point data showing previously recorded fauna species within TRCA's jurisdiction.
Section 3.5.3 Woodlands and Other Vegetated Areas	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Pages 20 and 21 in Appendix A - Part 1. <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS point data showing previously recorded flora species within TRCA's jurisdiction.
Section 3.5.4 Terrestrial Species of Conservation Concern	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Page 22 in Appendix A - Part 1. <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • The MNR is currently mapping Jefferson Salamander habitat within the GRCA watershed.
Section 3.6 Designated Areas	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Pages 22 and 23 in Appendix A - Part 1. • The following land holdings within Conservation have been provided electronically in GIS format: <ul style="list-style-type: none"> ○ Scotch Block Reservoir ○ McLean Resource Management Area ○ McCrodan Resource Management Area ○ Bunker Resource Management Area ○ Shanahan Resource Management Area ○ Burns Conservation Area ○ McKenzie-Davis Resource Management Area ○ Kassam Resource Management Area ○ Halton Hill Channel Water Control Area ○ Esquesing Conservation Area <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS data showing conservation areas (i.e., TRCA owned property) within TRCA's jurisdiction. • The Heart Lake Conservation Area should be considered a no-go area. <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> • The area surrounded by Winston Churchill Blvd, Mayfield Rd and Old Base Line is a sensitive area which contains Provincially Significant Wetlands and ANSI's associated with the Credit River. • A new ANSI is being designated by MNR near the northern study boundary, east of Highway 10. • Sensitive areas in/around the study area include the Limehouse Conservation Area, Terra Cotta Conservation Area, Belfountain and the Forks of the Credit Provincial Park. • CVC owns a large amount of property in the study area and has particularly large holdings (several thousand acres) in and around Terra Cotta. <p>Grand River Conservation Area</p> <ul style="list-style-type: none"> • A Fall 2008 inventory was completed at the Rockwood Conservation Area. • The MOE recently completed a review of the Galt-Paris

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	<p>Moraine to determine whether there is a need for new provincial policy or legislation to protect the moraines.</p> <ul style="list-style-type: none"> • The team should not consider all GRCA properties as areas where new transportation corridors should not be placed. A corridor that followed the northern study boundary would not have significant environmental effects. • Electronic GIS data showing conservation areas (i.e., GRCA owned property) within GRCAs jurisdiction.
Section 3.6.5 and 3.6.6 Locally/Regionally Designated Features and Areas and ESAs	<p>Conservation Halton</p> <ul style="list-style-type: none"> • See Page 24 in Appendix A - Part 1. <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS data showing Environmentally Sensitive Areas within TRCAs jurisdiction. <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> • Electronic GIS data showing Environmentally Sensitive Areas within CVCs jurisdiction.
Section 3.7.3 Groundwater	<p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • The Township of Puslinch coordinates the monitoring of their groundwater network.
Chapter 4	
Section 4.1 Land Use Policies, Goals, Objectives	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Electronic GIS data showing Special Policy Area's within TRCAs jurisdiction.
Section 4.2.2 First Nations Sacred Grounds	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • There is a large First Nation contingency along the Humber River and in the Etobicoke Creek watershed.
Section 4.5.6 Parks and Recreational/Trail Areas	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • The Carrying Place Trail follows the Humber River from Georgian Bay to Lake Ontario. There are marked crossings along the River which commemorate its use as a significant former First Nations portage route.
Section 4.5.7 Aggregate and Mineral Resources	<p>Credit Valley Conservation</p> <p>There are two (2) significant aggregate applications within the study area. One is located where the Credit River intersects with the northern study boundary and the other is located at Winston Churchill Boulevard and Highway 7 (Norval Quarry). The Acton Quarry has also applied for an expansion. Detailed environmental impact assessments are completed as a part of the application process. Further details about these applications can be found on the Town of Caledon's website.</p>
Chapter 5	
Section 5.1.1 Heritage Sensitive Areas	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • The Humber River is a designated heritage river. <p>Grand River Conservation Authority</p> <ul style="list-style-type: none"> • A heritage bridge inventory was conducted as a part of the Grand River's designation as a heritage river.
Section 5.2.4 Previous Archaeological Research	<p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> • Due to this historical significance, many archaeological sites can be found along the River. One site of particular significance is the Seed-Barker Site, a former Iroquois Village, located at Rutherford Rd and the Humber River, north of

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	<p>Woodbridge.</p> <p>Credit Valley Conservation</p> <ul style="list-style-type: none">• The CVC indicated that the Credit River is not a heritage river.
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