

Appendix E

Key Comments, Issues, and Concerns

Written Comments on Factors, Sub-Factors, Criteria or Measures for the Evaluation of the Short Listed Route and Interchange Location Alternatives

Comment	Venue
Natural Environment	
Climate Change should be its own factor in the evaluation of the short listed route alternatives, not just a sub-factor under air quality.	Château Le Jardin
Natural heritage systems, wildlife, noise, traffic, and air quality are important factors to consider in the evaluation of the short listed route alternatives.	Château Le Jardin
Contamination of the natural environment is important, more so in an urban environment due to concentrated waste and contamination opportunities.	Château Le Jardin
The Natural Heritage Network remaining in Vaughan is well below the standards recommended by the Federal government, even before the GTA West transportation corridor is built. Inquiry regarding whether further loss of the Network will be offset by the Province's commitment to compensation?	Château Le Jardin
Greater consideration needs to be given to potential impacts to wildlife, especially when the transportation corridor runs through the areas of the Humber River Valley and the Credit River Valley.	Château Le Jardin
Natural environment is important to the future of our children. Emphasis should be placed on preserving the Credit River and watershed, and endangered species.	Mold Masters SportsPlex
Protection must be given to preserving groundwater supplies such as private wells.	Mold Masters SportsPlex
Natural environment factors should be evaluated in parallel with, and at an equal level to transportation factors.	Mold Masters SportsPlex
Need to consider the environmental and cost impacts associated with crossing TransCanada Pipelines.	Mold Masters SportsPlex
Preservation of the limited significant environmental features should be a top priority.	Mold Masters SportsPlex
Natural Environment should be given a high weight given that the Credit River crossing is significant.	Mold Masters SportsPlex
Urban natural environments are scarce, and should be weighted heavier than rural natural environmental impacts.	Mold Masters SportsPlex
A sub-factor which evaluates the cost implications of river crossing options should be included under the natural environment factor.	Mold Masters SportsPlex
Environmental factor is number one priority.	Brampton Fairgrounds
Land Use /Socio-Economic Environment	
People are important - think of people and impact on lifestyle.	Château Le Jardin
Residents of Kleinburg are concerned about potential noise impacts associated with the southerly routes.	Château Le Jardin
Agriculture needs to be evaluated on a systems basis to ensure farming remains viable in the affected areas.	Château Le Jardin
Degree of compatibility with municipal Official Plans, planned development areas not yet approved, and aligning with lands designated as urban is important.	Château Le Jardin
Emphasis should be placed on potential impacts to businesses.	Château Le Jardin
Future land use of the surrounding lands is the most important factor being considered.	Château Le Jardin
Future urban and employment lands opportunities should be given a lot of weight in the evaluation.	Mold Masters SportsPlex
Emphasis should be placed on minimizing impacts to residential and farming areas.	Mold Masters SportsPlex
Priority must be given to minimizing impacts on existing land uses, especially homes and businesses.	Mold Masters SportsPlex
Consider the viability of severed lands in the evaluation of the short listed route alternatives.	Mold Masters SportsPlex
Emphasis should be placed on economic impacts (e.g. expropriation costs, economic impacts to development and employment).	Mold Masters SportsPlex

Written Comments on Factors, Sub-Factors, Criteria or Measures for the Evaluation of the Short Listed Route and Interchange Location Alternatives

Comment	Venue
Land Use /Socio-Economic Environment (continued)	
Existing institutional facilities and existing residences should be given a high weight.	Mold Masters SportsPlex
Existing planning that has been completed should carry extra weight.	Mold Masters SportsPlex
Consideration should be given to local municipalities with Official Plan policies in place respecting future growth, Secondary Plans and their stage of approval and proximity of alternatives to existing and proposed employment and industrial uses.	Mold Masters SportsPlex
Must consider the farming value of the lands and its economic viability.	Brampton Fairgrounds
We must protect our prime farmland given Ontario's growing population. Reliance on offshore sources of fruits, vegetables, and meat is not sustainable.	Brampton Fairgrounds
Consider impacts to agriculture and land use as a primary concerns for Caledon area.	Brampton Fairgrounds
MTO must anticipate future land use 20-30-40 years from now.	Brampton Fairgrounds
Land use should be weighted more heavily for sections in urban areas. Agriculture should be weighted more heavily for sections in rural areas.	Mold Masters SportsPlex
Agricultural impacts should be based on the future land base for the central and west sections since agricultural land will be sold to developers if it already hasn't. However, residential impacts should be based on exiting land use and be given the highest priority.	Brampton Fairgrounds
Consideration should be given to how difficult it would be for someone to relocate if they are displaced by the transportation corridor. Not all displaced homes and businesses can be relocated with equal effort and cost.	Mold Masters SportsPlex
Cultural Environment	
The emphasis on cultural sub-factors appears to be minimal compared to other factors.	Château Le Jardin
'Factors 3.2 Archaeology and 3.24 Cemeteries' are important to consider.	Mold Masters SportsPlex
Transportation Considerations	
Many of the transportation sub-factors look interrelated and measure the same issues.	Château Le Jardin
Goods movement priority features (including long combination vehicle use) need to be considered as part of sustainable development.	Château Le Jardin
Cost should include extended costs and losses of environmental goods and services.	Château Le Jardin
Cost of land acquisition and other forms of mitigation and compensation should be considered as part of construction cost. The impact on land value adjacent to the transportation corridor should also be considered.	Château Le Jardin
Transportation sub-factors in an urban environment should be weighted higher than in a rural environment because it takes into consideration public transit, which is a more valued in an urban environment.	Château Le Jardin
Transportation and goods movement should be highest priority.	Mold Masters SportsPlex
Simple and efficient transportation is important.	Mold Masters SportsPlex
Transportation is of little importance. If people cared more about the natural environment they would look to live where they work or take public transit.	Mold Masters SportsPlex
Cost should be considered in-depth. Cost and effectiveness of the transportation system can be at odds with each other.	Mold Masters SportsPlex
Both goods and people movement are key factors to be considered.	Mold Masters SportsPlex

Written Comments on Factors, Sub-Factors, Criteria or Measures for the Evaluation of the Short Listed Route and Interchange Location Alternatives

Comment	Venue
Transportation Considerations (continued)	
The transportation factor (including network connectivity) is critical to the decision-making in the west section.	Mold Masters SportsPlex
The impacts on integration of transportation modes (pedestrian, cycling, transit and vehicles) should also be considered.	Mold Masters SportsPlex
Need to consider the ability to merge public and private transportation with this project for future growth in Caledon.	Brampton Fairgrounds
Focus on connecting to the existing transit network.	Brampton Fairgrounds
Comments Related to Multiple Factor Groups	
Important factors to consider are agriculture, residences, new development, noise, infiltration of traffic, groundwater and surface water, safety, property value.	Brampton Fairgrounds
Safety, noise and access must be considered with regards to existing sensitive land uses such as schools, religious institutions, community centres, heritage communities.	Mold Masters SportsPlex
Air quality is extremely important in the urban context where the highway will be crossing/passing existing residential development. Including air quality under the land use factor rather than natural environment factor would make more sense.	Mold Masters SportsPlex
Impacts, particularly to air quality and noise, should be considered for areas not directly impacted by the transportation corridor.	Mold Masters SportsPlex
The urban land-use/socio-economic factors and the cultural environment factors should be weighted heavier than the rural land use/socio-economic factors due to greater density of people and economic activities.	Mold Masters SportsPlex
Important factors to consider are minimizing encroachment on Greenbelt lands and environmentally sensitive areas, providing public transportation, supportive parallel development, preservation of greenspaces and habitats for wildlife, preservation of institutional/cultural/religious facilities, and accommodating zoned areas of development (industrial, commercial, residential).	Brampton Fairgrounds
Minimize noise and air pollution.	Brampton Fairgrounds
Other Comments	
'Common Sense' analysis is appreciated. The factors and sub-factors are extremely comprehensive	Château Le Jardin
A new category should be added for overall sustainability, aesthetics and savings. This category would be able to take into account the best options for the city and coming surrounding population and uses.	Château Le Jardin
Agree with the evaluation factors presented.	Mold Masters SportsPlex
The factors should be equally weighted. Everyone has their own interest/priorities so this is the only fair way to approach the evaluation.	Mold Masters SportsPlex
The alternatives should be evaluated based on future impacts and benefits, and less emphasis should be placed on short-term losses.	Mold Masters SportsPlex
Overall, the range of factors and sub-factors appear comprehensive and reasonable, capturing all of the impacts of interest.	Mold Masters SportsPlex
Setting up a clear methodology of obtaining a decision seems to be the only way to sift through the many conflicting interests at play when trying to decide things like where to put a new highway. The reasoned argument method combined with the supporting arithmetic method seems to be a reasonable method that will lead to a 'good' decision.	Brampton Fairgrounds

West Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Concern/Comment	Venue
Comments on Section 1 Route Alternatives	
Alternative 1C has better potential to serve as the Norval Bypass.	Mold Masters SportsPlex
Alternative 1E is the preferred option over Alternative 1C due to being more direct, having less impacts to Norval, being closer to employment areas and closer to more residents and jobs.	Mold Masters SportsPlex
Alternative 1E is preferable as there is less of an impact on the natural environment and there is no room for Alternative 1C between the churches at Bovaird Drive.	Mold Masters SportsPlex
Alternative 1C will allow for usable lands compared to Alternative 1E. Alternative 1E diagonally bisects farms and residences.	Mold Masters SportsPlex
Please do not select Alternative 1C as Norval would be ruined.	Mold Masters SportsPlex
Support for Alternative 1E as it minimizes fragmentation of individual properties and future municipal planning areas, minimizes impacts to Norval, provides flexibility and connectivity with interchange options, and has fewer environmental impacts and lower cost for the Credit River crossing.	Mold Masters SportsPlex
Prefer Alternative 1E with interchange at Winston Churchill Boulevard.	Mold Masters SportsPlex
Comments on Section 2 Route Alternatives	
Alternative 2A through south Halton Hills will have a tremendous impact on agricultural lands to the south.	Mold Masters SportsPlex
Prefer Alternative 2D; however Alternative 2A1 may leave a green space between Brampton and Georgetown.	Mold Masters SportsPlex
Alternative 2A1 crosses the Credit River at the best location; it avoids the TransCanada Pipeline, avoids significant environmental features, allows for more efficient crossings of east-west collector roads. Alternative 2D is not acceptable. It runs right through environmental features. Alternative 2C is better but still has TransCanada Pipeline crossing.	Mold Masters SportsPlex
Preference for Alternative 2D over Alternatives 2A1, 2B and 2A2 due to impacts to Norval, religious institutions, wetlands, and proximity to transit infrastructure and commercial development.	Mold Masters SportsPlex
Alternatives 2A1, 2A2 and 2B present safety concerns to the thousands of visitors to the Norval Assembly Hall of Jehovah's Witnesses each year. Alternatives 2C and 2D are preferred.	Mold Masters SportsPlex
Preference for Alternatives 2C and 2D to minimize impacts to the Sant Nirankari Mission.	Mold Masters SportsPlex
Prefer Alternative 2C with an interchange at Mayfield Road to service east-west traffic better.	Mold Masters SportsPlex
Alternative 2C and Alternative 3B are preferred because they are located furthest from the Alloa Public School. The interchange option on Mayfield Road is also preferred to divert traffic away from the school zone.	Mold Masters SportsPlex
Comments on the Credit River Crossing	
Note the discharge of spring water at the south crossing of the Credit River.	Mold Masters SportsPlex
North crossing of Credit River provides easier access from Halton Hills.	Mold Masters SportsPlex
Prefer the northerly route to cross the Credit River because the interchange will be closer for people entering from the north and they do not have to drive through the city to get on an interchange.	Mold Masters SportsPlex
Southerly Credit River crossing makes most sense. The northerly crossing impacts the area of Norval too much.	Mold Masters SportsPlex
Crossing Credit River at most narrow point is preferable.	Mold Masters SportsPlex
Should cross the Credit River at the southerly location as it's already disturbed by the existing Heritage Road bridge.	Mold Masters SportsPlex

West Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Concern/Comment	Venue
Comments on the Credit River Crossing (continued)	
The northerly Credit River crossing will impact Norval, resulting in huge costs and residential impacts.	Mold Masters SportsPlex
Spanning the valley with the northerly Credit River crossing and a potential interchange on the side of the Norval hill is unrealistic and not economical.	Mold Masters SportsPlex
Southerly crossing of Credit River and National Valley Passage will have less impact than the northerly crossing.	Brampton Fairgrounds
The southerly crossing of the Credit is preferred because it is already disturbed by the Heritage Road bridge, the TransCanada Pipeline and minimizes on the overall number of residences impacted.	Mold Masters SportsPlex
The environmental and existing land uses (i.e. existing residents and institutional /religious institutions) make the south crossing of the Credit River much more viable. The southerly crossing is already disturbed to the south by the existing Heritage Road bridge and by the TransCanada Pipeline.	Mold Masters SportsPlex
There seemed to be a general consensus among the participants at the second round of Community Workshop #2 – preference for a southerly crossing of the Credit River, and a route between Mississauga Road and Heritage Road.	Mold Masters SportsPlex
Comments Regarding Route Alternatives East versus West of Heritage Road	
A route east of Heritage Road is preferred.	Mold Masters SportsPlex
More westerly alignments (i.e. Alternatives 1C, 2A1 or 2B) provide a better distribution of access to both Brampton and Georgetown (Halton Hills) residents with less impact to existing and proposed development.	Mold Masters SportsPlex
An alignment to the east of Heritage Road is feasible and makes sound planning for the area.	Mold Masters SportsPlex
Preference is for the corridor to be located on the west side of Heritage Road, to minimize the impacts of the barrier effect of the corridor and to allow for a larger urban area that is integrated and connected.	Mold Masters SportsPlex
Easterly route through Heritage Heights is logical progression to southerly crossing of Credit River. Less encroachment on environmentally sensitive, cultural and institutional areas, facilities.	Brampton Fairgrounds
Comments Regarding an Interchange at Bovaird Drive	
An interchange at Bovaird Drive is a must.	Mold Masters SportsPlex
Some of the proposed interchanges on Bovaird Drive west of Heritage Road on the banks of Norval, will be costly to construct.	Mold Masters SportsPlex
An interchange at Bovaird Drive, beside the new Osmington Mall and the existing Mount Pleasant Go Station, is the appropriate location.	Mold Masters SportsPlex
Interchange on Bovaird Drive is preferred due to its close proximity to the Mount Pleasant GO transit hub.	Mold Masters SportsPlex
An interchange at Bovaird Drive is critical. It should be located as close to existing transit infrastructure as possible (Mount Pleasant Go station).	Mold Masters SportsPlex
Comments Regarding an Interchange at Mayfield Road versus Mississauga Road Interchange	
Interchange at Mayfield Road offers poor route into Georgetown.	Mold Masters SportsPlex
Interchange at Mayfield Road is better because of its proximity to developed areas.	Mold Masters SportsPlex
Preference for an interchange to be located at Mayfield Road rather than Mississauga Road.	Mold Masters SportsPlex
Prefer an interchange at Mayfield Road as it will service North of Brampton and Georgetown.	Mold Masters SportsPlex
Mississauga Road interchange preferred over Mayfield Road but should try to do both.	Mold Masters SportsPlex

West Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Concern/Comment	Venue
Comments Regarding an Interchange at Mayfield Road versus Mississauga Road Interchange (continued)	
An interchange at Mayfield Road is preferred as Mississauga Road is too far to the north.	Brampton Fairgrounds
Mayfield Road and Mississauga Road should both have interchanges with the transportation corridor.	Brampton Fairgrounds
Other Comments on Interchanges	
Rural interchange in Halton Hills does not seem effective for goods or people movement.	Mold Masters SportsPlex
Urban employment lands should be served by an interchange.	Mold Masters SportsPlex
Intersections should be sited where they provide the best access and the least impact to the surrounding road network (in terms of volumes).	Mold Masters SportsPlex
High level of traffic/congestion near Toronto Premium outlet mall – consideration should be given for not having exchange so close to mall	Mold Masters SportsPlex
Interchanges should be on north/south arterial roads as this is the planning of an east/west corridor where bulk of traffic is travelling GTA wide.	Mold Masters SportsPlex
The proposed westerly interchange options cut through provincially significant wetlands, and will require costly acquisitions of existing religious institutions. Keep the interchange east of Heritage Road.	Mold Masters SportsPlex
Consider connection north of Glenn Williams from Highway 7 to a new route along Old School Road.	Mold Masters SportsPlex
For Alternative 1E, Winston Churchill Boulevard is a better interchange location than Embleton Road.	Mold Masters SportsPlex
Other Comments	
The route should be as straight as possible.	Mold Masters SportsPlex
The route should be in close proximity to urban populations existing e.g. Georgetown	Mold Masters SportsPlex
The best route is to run parallel to the TransCanada Pipeline.	Mold Masters SportsPlex
Protect Greenbelt lands and Hungry Hollow by avoiding the Norval area.	Mold Masters SportsPlex
This new transportation corridor should be located as close to existing transit facilities as possible.	Mold Masters SportsPlex
Consider a possible Metrolinx/Go Train/GTA West Hub west of Heritage Road.	Mold Masters SportsPlex
Consider walking and cycling routes and ability to walk/be active in existing areas.	Mold Masters SportsPlex
The new Alloo School is just being built on Mississauga Road. These has been a huge amount of money (tax payers money) spent on this school. Concern is that this transportation corridor will be too close to this elementary school. The transportation corridor should go much further north and away from school.	Brampton Fairgrounds

Central Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Concern / Comment	Venue
Comments Regarding Northerly Versus Southerly Route Alternatives	
Very difficult to determine if we want north or south routes without knowing which lands are owned by developers.	Brampton Fairgrounds
Prefer northerly route because it will have less impact on residential and commercial properties (especially crossing Centerville Creek Road and Innis Lake Road), have less impact on agricultural land and be a better angle from the construction and design perspective.	Brampton Fairgrounds
Preference for northerly routes as they have less expensive bridges and minimize watercourse disruption.	Brampton Fairgrounds
Southerly route preference.	Brampton Fairgrounds
This new transportation corridor should be in the south away from farmers and the natural environment and closer to the cities and commercial and urban crowded areas that need the convenience to access transportation.	Brampton Fairgrounds
Southerly routes affect less agricultural land.	Brampton Fairgrounds
The most northern route possible would allow for future development.	Brampton Fairgrounds
The route should have remained in the Greenbelt through Caledon. Keep it as north as possible.	Mold Masters Sports Plex
This transportation corridor should be located as far north as possible, even if that means going through the Greenbelt in order to meet the needs of the GTA and accommodate growth.	Mold Masters Sports Plex
It only seems logical, subject to the environmental factors, to keep the route as far north as possible through the Town of Caledon.	Mold Masters Sports Plex
Preference for a southerly route as the transportation corridor needs to be closer to the city and away from the rural area.	Brampton Fairgrounds
Comments Regarding Section 10 Alternatives	
Highway 410 should be extended up Heart Lake Road as there is not enough land to expand the width of the existing Highway 10/410 between the subdivisions.	Brampton Fairgrounds
Preference for Alternative 10G.	Brampton Fairgrounds
Preference for Alternative 10G as already constructed for the most part.	Brampton Fairgrounds
Concern about the impact to Valleywood. There is no second access for the community, and the current noise level is high. If Alternative 10G is adopted then a major redesign of the Valleywood Interchange is required because of safety and high traffic volumes.	Brampton Fairgrounds
Preference for Alternative 10G as it uses existing infrastructure and money spent already and not a dramatic change for existing residents/industry. There is a need to upgrade the Valleywood interchange but overall less impactful to both land use and environmental aspects.	Brampton Fairgrounds
Preference is to connect via Alternative 10G. Alternative 10G makes good use of the existing right-of-way. Also, Alternatives 10B and 10C cut through an area already slated as future urban area.	Brampton Fairgrounds
A Highway 410 Extension should be avoided.	Château Le Jardin
A Highway 410 connection should be near Highway 10 so that it can serve Orangeville, Georgetown, and Brampton since there is more population to accommodate and it is further away from the natural ecosystem.	Brampton Fairgrounds
Because topographical features already restrict growth of Highway 410 between Hurontario Street and Heart Lake Road, the straight north connection of Alternatives 10B or 10C should have priority for consideration, particularly when the increased traffic flow from the south that will wish to connect with Hwy 400.	Mold Masters Sports Plex

Central Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Concern / Comment	Venue
Comments Regarding Section 10 Alternatives (continued)	
Noise, air pollution and access impacts to the Valleywood subdivision and North Brampton would increase dramatically with Alternative 10G.	Mold Masters Sports Plex
Alternatives 10B or 10C preferred over Alternative 10G because of significant impacts to existing residential areas. Widening existing Highway 10/410 will make a bad situation even worse.	Mold Masters Sports Plex
Alternative 10G is problematic since the existing network does not function well. Alternative 10G will increase traffic and pose safety concerns.	Mold Masters Sports Plex
Comments Regarding Other Route Alternatives	
Opposition to Alternative 3A because of impacts to Brampton flying club and agriculture.	Brampton Fairgrounds
Alternative 3D is preferred because it results in less residential, Greenbelt and woodlot impacts and is a straighter route.	Brampton Fairgrounds
Alternatives 5A and 6A would better serve south Bolton Employment Lands with an interchange at Mayfield Road versus Coleraine Drive.	Mold Masters Sports Plex
Preference for Alternative 4B as it impacts less residences and farms on Old School Road and Dixie Road and minimizes impacts to a ravine passing under Alternatives 4C and 4D.	Brampton Fairgrounds
Comments on Interchanges	
Preference for a full interchange at Coleraine Drive. Brampton will grow and major industrial uses are planned in the area.	Brampton Fairgrounds
Preference for an interchange at Coleraine Drive.	Brampton Fairgrounds
Preference for Alternative 427B with westerly connection at Coleraine Drive/Mayfield Road intersections.	Brampton Fairgrounds
Other Comments	
Ensure that existing or planned recreational trails are not broken/stopped by the transportation corridor.	Brampton Fairgrounds
A lot of work has been done to complete the Brampton Transportation Master Plan, and the GTA West transportation corridor should be compatible with this work.	Mold Masters SportsPlex

East Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Comment	Venue
Comments on Route Alternatives	
The Highway 427 alignment should link with either Alternatives 6A or 6B as Alternative 6D has the greatest impact on already approved development in the City of Brampton.	Château Le Jardin
Concerning the area near Kirby Road and Highway 27, Alternative 8B is preferred, since Alternative 8D negatively impacts newly built residential areas and the Humber River.	Château Le Jardin
Alternatives 7D and 7E are more direct and there are less valleys and houses impacted.	Château Le Jardin
Pick routes that utilize open fields and follow hydro lines as much as possible.	Château Le Jardin
Do not bisect the community of Nashville by selecting Alternatives 7D or 7E.	Château Le Jardin
Alternative 7D and 7E are more direct.	Château Le Jardin
Preference for Alternative 8D due to fewer impacts on existing residences.	Château Le Jardin
Prefer Alternatives 7D and 7E as they do not affect businesses that are established along Alternative 7F and disrupt less natural areas.	Château Le Jardin
Oppose Alternative 7F because it is longer in length, goes through the Greenbelt, is more costly to build, is less efficient in delivering goods and people, and has greater residential impacts.	Château Le Jardin
The transportation corridor should be routed as far to the north as possible to minimize the effects of noise and air pollution on subdivisions to the south (prefer Alternatives 427A, 7F, 8B, 9B).	Château Le Jardin
Preference for Alternatives 427A, 7F, 8B, and 9B as they have less of an impact on the Kleinburg-Nashville Heritage Conservation District.	Château Le Jardin
Preference for Alternative 9B because there is less of an impact to expanding development and creates a barrier to protect the environment to the north.	Château Le Jardin
Comments on Humber River Crossing	
Preference for Alternatives 7D or 7E - southerly crossing of Humber River.	Brampton Fairgrounds
Coming away from the meeting it was clear that the majority of attendees preferred the northern crossing of the Humber River, if there had to be one at all.	Château Le Jardin
Northern route crossing of Humber River (Alternative 7F) and easterly continuation (Alternative 8B) utilizes Greenbelt areas already constrained from urban growth.	Château Le Jardin
Northern route for Humber crossing will reduce land acquisition costs due to existing Greenbelt status.	Château Le Jardin
Northerly route will allow buffering from built and planned residential communities in Kleinburg-Nashville.	Château Le Jardin
General Interchange Comments	
Minimize interchanges that will cause traffic challenges on local King Township Roads (e.g. Highway 27, Weston Road).	Château Le Jardin
Reduce the proximity of interchanges to the Nashville community to reduce traffic and preserve the community.	Château Le Jardin
Three interchanges in the east section is excessive.	Château Le Jardin
Potential interchange along Highway 400 conflicts with the ON ROUTE service station.	Château Le Jardin
Pine Valley Versus Weston Road Interchange Comments	
The Pine Valley Drive exit seems unnecessary since there will be interchanges at Highway 27 and Highway 400.	Château Le Jardin
Interchange on Pine Valley Drive does not work as Pine Valley Drive does not connect to King Road and ends at Rutherford Road.	Château Le Jardin
An interchange at Pine Valley Drive is inappropriate. Pine Valley Drive only goes for a very short distance to the north and only a few kilometres to the south.	Château Le Jardin
Construct a full interchange at Weston Road with the ramps on one side.	Château Le Jardin
Weston Road has less environmental & residential impacts then Pine Valley.	Brampton Fairgrounds

East Section Route/Interchange Location Preferences and Comments Regarding Alternative Trade-offs

Comment	Venue
Pine Valley Versus Weston Road Interchange Comments (continued)	
A Pine Valley Drive interchange would be preferred because of better permeability and connectivity. It will better serve the future urban boundary of Vaughan.	Mold Masters SportsPlex
Interchange at Pine Valley Drive should be eliminated and a more comprehensive interchange should be implemented at Weston Road.	Château Le Jardin
Highway 427 Freeway-to-Freeway Interchange Comments	
Prefer an interchange at Coleraine Drive so that Highway 427 can go on west of Bolton.	Château Le Jardin
Alternative 427A is preferred as it provides more space for Nashville to grow.	Château Le Jardin
Highway 427 extension should go west of Bolton to avoid Cold Creek.	Château Le Jardin
With Highway 427 being extended to Major Mackenzie Drive, together with this proposed transportation corridor, there will be an enormous impact to the Nashville, Kleinburg, Brampton North and Bolton areas. There is presently too much happening all in the same area. Traffic and safety would become a major issue.	Château Le Jardin
Other Comments	
Truncate Kirby Road at Alternative 7F to push traffic along major arteries like Highway 50 and Major Mackenzie Drive.	Château Le Jardin