



GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY

Response to the Impact Assessment Agency of Canada Request #3

***Notification Regarding Potential Designation of the GTA West Project as a Designated Project
under the Impact Assessment Act***

Ontario Ministry of Transportation

March 3, 2021

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE GTA WEST PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

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Abbreviations

CAG	Community Advisory Group
CBC	Canadian Broadcasting Corporation
CVP	Community Value Plan
DFO	Fisheries and Oceans Canada
EA	Environment Assessment
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ENDM	Ministry of Energy, Northern Development and Mines
GGH	Greater Golden Horseshoe
GHG	Greenhouse Gas
GTA	Greater Toronto Area
GTAG	Greenbelt Transportation Advisory Group
IAAC	Impact Assessment Agency Canada
IESO	Independent Electricity System Operator
IPZ	Intake Protection Zone
LOS	Level of Service
MAG	Municipal Advisory Group
MECP	Ministry of the Environment, Conservation and Parks
MEAG	Municipal Executive Advisory Group
MCFN	Mississaugas of the Credit First Nation
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNO	Métis Nation of Ontario
MTO	Ontario Ministry of Transportation
NSA	Noise Sensitive Area

OEAA	Ontario Environmental Assessment Act
PHP	Provincial Heritage Properties
PHPPS	Provincial Heritage Properties of Provincial Significance
PIC	Public Information Centre
PLAA	Permits, Licences, Authorizations or Approvals
PTE	Permission to Enter
PTTW	Permit to Take Water
RAAG	Regulatory Agency Advisory Group
SAR	Species at Risk
SGRA	Significant Groundwater Recharge Areas
SIFN	Mississaugas of Scugog Island First Nation
SNEC	Six Nations of the Grand River Territory First Nation Elected Council
TDS	Transportation Development Strategy
TCPL	TransCanada Pipelines Ltd.
ToR	Terms of Reference
TRCA	Toronto and Region Conservation Authority
V/C	Volume/Capacity
VKT	Vehicle Kilometres Travelled
WHPA	Wellhead Protection Area

1. PROJECT DESCRIPTION

Request 3 Q1. Information about key project activities, maps and layouts of the location of project components, land tenure, zoning, and estimated timelines for planning, construction, operation, maintenance, and if applicable decommissioning and abandonment.

1.1. ACTIVITIES AND LOCATION

The Ontario government released the *Growth Plan for the Greater Golden Horseshoe* (GGH) in 2006, which provided a framework for managing growth in the region to the year 2031 and beyond. The 2006 Growth Plan builds on key government initiatives including the Greenbelt Plan and the Provincial Policy Statement. The 2006 Growth Plan also provides a strategic policy framework for the transportation system in the GGH that provides more transportation choices, promotes public transit and active transportation, and gives priority to goods movement on highway corridors. Under this policy framework the Greater Toronto Area (GTA) West Study was designed to explore all modes of transportation and assess options to provide for the efficient movement of people and goods in light of projected growth to 2031 per the Growth Plan.

The 2006 Growth Plan for the GGH forecasted the population of the area to grow to 11.5 million by 2031¹. This will result in approximately 1.5 million additional trips (cars and trucks) per day in the GTA West study area by the year 2031. Subsequent revisions to the Growth Plan, and associated population and employment forecasts, reinforce growth to 2031 and continued growth beyond (to 2041 and 2051). The updated Growth Plan for the GGH forecasted the area to grow to 13.5 million people and 6.3 million jobs by 2041². By 2051, the population of the GGH is expected to grow to 14.8 million people, who will represent approximately 7 million jobs³. These forecasts further reinforce policies to protect for and ensure adequate infrastructure for people and goods movement.

The GTA West Corridor has been identified in the Growth Plan as a future transportation corridor, representing a strategic link between the urban areas of the northwest Greater Toronto Area and the western Greater Golden Horseshoe. Future population and employment growth in major urban centres will result in a significant increase in travel demand for both people and goods movement across the GGH.

As detailed in the Transportation Development Strategy Report available on the study website at <https://www.gta-west.com/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf>, the purpose of the study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better movement of both people and goods. The GTA West Transportation Corridor is a vital undertaking in support of providing

¹ Ontario Ministry of Municipal Affairs, *Growth Plan for the Greater Golden Horseshoe (2006)*

² Ontario Ministry of Municipal Affairs, *Growth Plan for the Greater Golden Horseshoe (2020)*

³ Ontario Ministry of Municipal Affairs, *Growth Plan for the Greater Golden Horseshoe Office Consolidation August 2020*

the transportation infrastructure to meet coming growth in both population and employment and will deliver multiple benefits including:

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

The GTA West Corridor Environmental Assessment (EA) is being undertaken in accordance with the *Ontario Environmental Assessment Act* (OEAA) and the GTA West Corridor Environmental Assessment Terms of Reference, approved by the Ontario Minister of Environment on March 4, 2008 and available on the project website at <https://www.gta-west.com/background-materials/>.

Stage 1 concluded in 2012 and resulted in the Transportation Development Strategy Report.

As part of Stage 2, route alternatives for a new multimodal transportation corridor have been generated within the Route Planning Study Area illustrated in Figure 1-1. The new corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, and will feature a 400-series highway, a transitway, and potential goods movement priority features. The corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway (Figure 1-2). The Preferred Route for the multimodal transportation corridor was announced on August 7, 2020, as further detailed on the project website at <https://www.gta-west.com/wp-content/uploads/2020/08/AECOM-Bulletin-AUG-07-2020-Final-web.pdf>

A description of Stage 1 and Stage 2 of the GTA West Corridor EA is provided in Section 2.3.1.

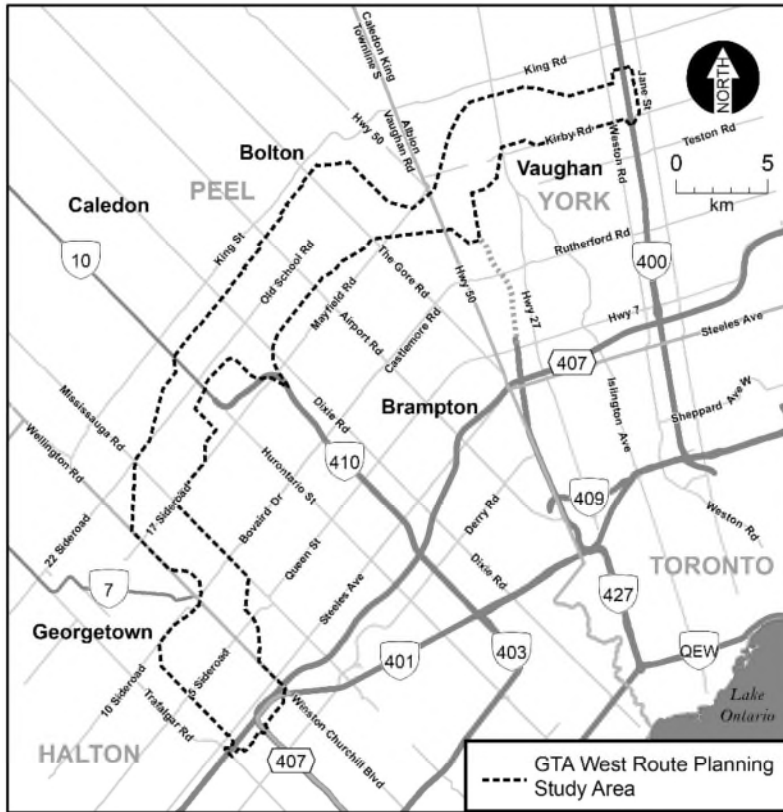


Figure 1-1: GTA West Route Planning Study Area

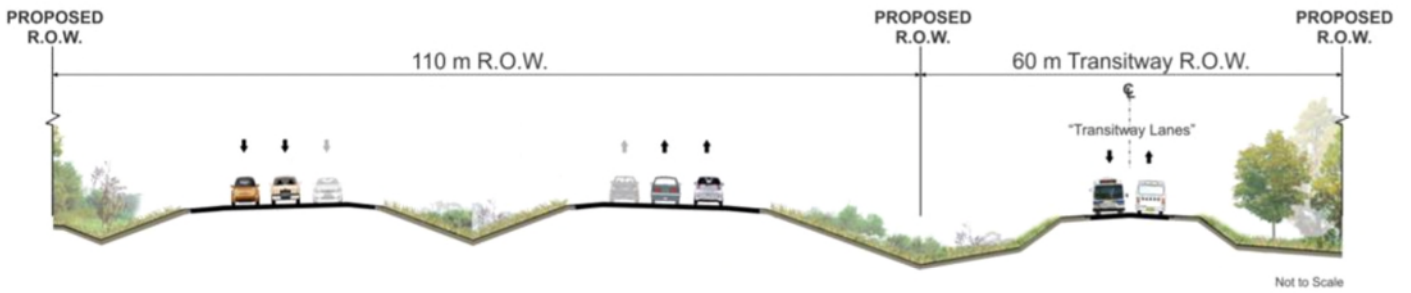


Figure 1-2: Multimodal Transportation Corridor

1.2. LAND TENURE AND ZONING

The GTA West Transportation Corridor is set within a mix of land uses including rural, agricultural, commercial, residential, institutional and protected areas. For Stage 1, land uses throughout the preliminary study area have been described in Chapter 4 of the Environmental Conditions and Constraints Revised Draft Overview Report available on the project website at www.gta-west.com/background-materials. Updated land uses will be documented in greater detail as the EA Study progresses, and the Preferred Route is refined. It is noted that, as a result of the ongoing planning and development activity in the area, land uses are changing rapidly.

The GTA West Route Planning Study Area crosses the fringe of one of the fastest growing areas in North America. Thirty years ago, the lands within the Study Area were part of the rural residential fringe around the GTA and provided a location for persons wishing to live in a rural setting, either on individual lots along country roads, or in estate residential subdivisions. The area also consisted of many rural and recreational uses that were within an easy commute of the GTA. Uses such as riding stables, campgrounds and golf courses were developed in this area given its high quality natural features and proximity to the urbanized areas to the south.

The majority of the Study Area lies within the lands between the existing built-up boundary and the Greenbelt Plan, often referred to as the “White Belt”; while portions of the Study Area lie within the Greenbelt Planning area, particularly in the City of Vaughan, Region of York. These lands have historically been used for agricultural purposes, however there is continued pressure to urbanize these areas and expand the range of uses that provide services to the abutting urban areas.

Municipal Official Plans are used to designate future land uses within each municipality. The Upper Tier municipalities Halton Region, Peel Region and York Region, publish broad land use Official Plans that are followed in greater detail by the lower tier municipalities within their Region.

1.2.1. Halton Region

The GTA West corridor traverses an eastern corner of Halton Region at the Highway 401/407 interchange, linking the Town of Halton Hills, Town of Milton and City of Mississauga. Halton Region has four lower tier municipalities in its jurisdiction: Town of Oakville, City of Burlington, Town of Milton, and the Town of Halton Hills. The area traversed by the GTA West corridor runs south-north in the Town of Halton Hills and is identified as urban with a Greenbelt Natural Heritage System overlay immediately north of Highway 401, and agricultural area running south-north along Winston Churchill Boulevard within the GTA West corridor.

1.2.2. Peel Region

Peel Region has three lower tier municipalities in its jurisdiction: the City of Brampton, the Town of Caledon, and the City of Mississauga. Brampton and Mississauga are largely urbanized or slated for urbanization. The Town of Caledon comprises mainly agricultural land, small villages, and urban centres. The GTA West corridor runs south-north in the City of Brampton and east-west in the Town of Caledon.

The Regional Official Plan emphasizes the protection and maintenance of natural heritage systems and a designated Greenlands System within Peel Region over the long-term. While Brampton and Mississauga do

have some areas designated Greenlands, the majority of the Greenlands system in Peel Region is located in Caledon.

1.2.3. York Region

York Region is located at the eastern end of the Study Area and has nine lower tier municipalities in its jurisdiction. They are the Town of Aurora, the Town of East Gwillimbury, the Town of Georgina, the Township of King, the City of Markham, the Town of Newmarket, the Town of Richmond Hill, the City of Vaughan, and the Town of Whitchurch-Stouffville.

The GTA West corridor traverses the north-west portion of the City of Vaughan, entering at Highway 50 and Nashville Road, and extending easterly along the south side of King Vaughan Road to Highway 400, with a small portion of the corridor encroaching into the Township of King. Much of the area traversed by the GTA West corridor in York Region is designated Protected Countryside within the Greenbelt boundary.

1.3. PLANNING, CONSTRUCTION AND OPERATION TIMELINES

Proposed timelines associated with key EA milestones are documented in Figure 1-3.

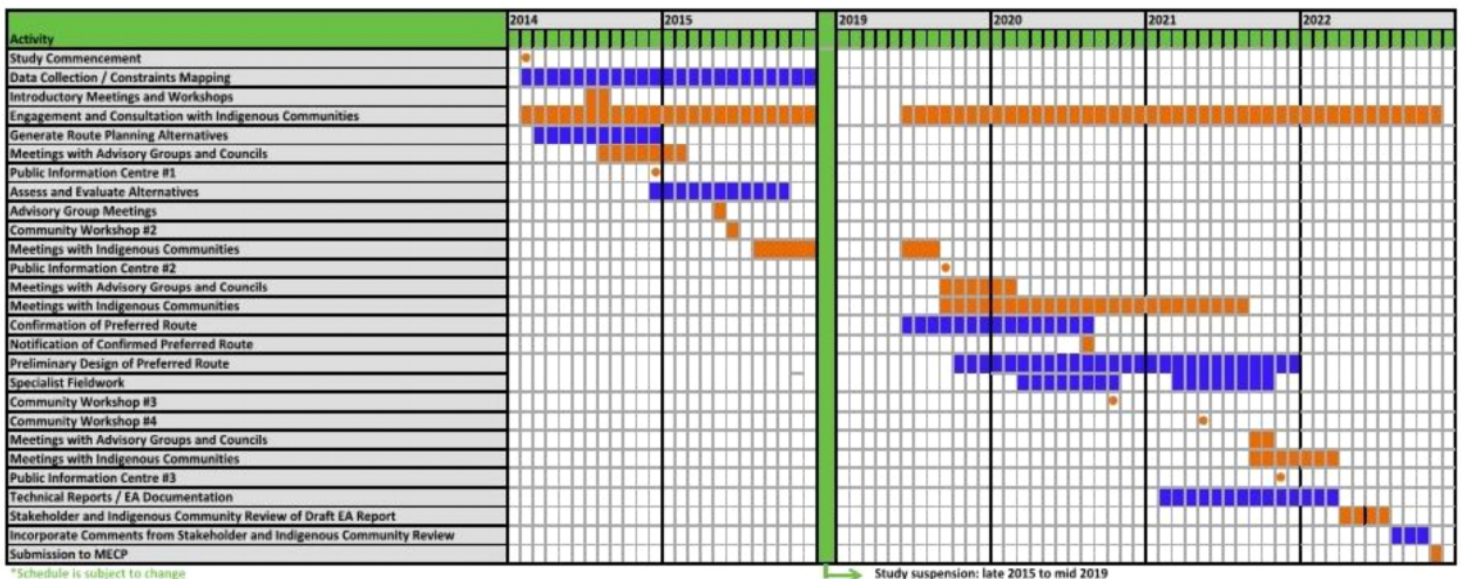


Figure 1-3: Environmental Assessment Timeline

The study is currently in the planning and Preliminary Design phase, which represents an early stage of the overall process, and is expected to be completed by the end of 2022. The planning and Preliminary Design phase will culminate in the draft Environmental Assessment (EA) Report, which will be made available for public review. It is anticipated that the Final EA Report will be submitted to the Ministry of the Environment, Conservation and Parks by the end of 2022.

Following the review of the EA Report, and if EA approval is obtained, the corridor will then be designated a Controlled Access Highway (CAH) under the Public Transportation and Highway Improvement Act (PTHIA). There will be a future requirement for additional engineering tasks such as surveying, testing for soil conditions, determining construction material requirements, and developing the design details for the new highway, interchanges, bridges, etc. Currently there is no commitment to a timeline for additional design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method and timing of environmental clearances and permits.

2. ENVIRONMENTAL ASSESSMENT PROCESS

2.1. OVERVIEW OF ENVIRONMENTAL ASSESSMENT PROCESS

This study is following the approved planning process for an Individual EA in accordance with the OEAA. Individual EA's are typically carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest.

2.1.1. Ontario Environmental Assessment Act (OEAA)

An EA is a decision-making process used to promote good environmental planning by assessing the potential effects of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *OEAA, RSO 1990*. The purpose of the OEAA is to provide for the protection, conservation, and wise management of Ontario's environment.

To achieve this, the OEAA ensures that environmental problems or opportunities are considered and their effects are planned for, before development or building takes place.

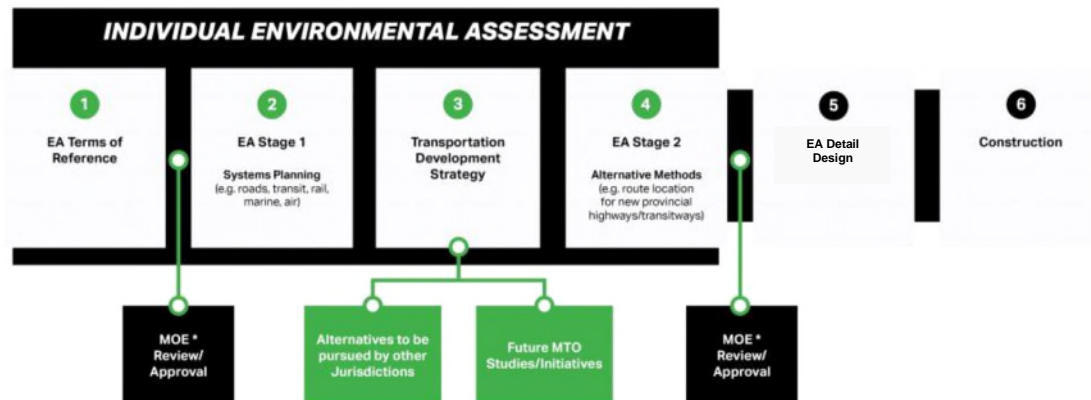
The OEAA requires that MTO complete an Individual EA that complies with the requirements of the Act by:

- accurately describing the undertaking;
- considering 'alternatives to the undertaking';
- considering alternative methods for the undertaking;
- consulting with the public;
- detailing impacts and mitigation; and
- documenting all of the above for public review.

2.1.2. Individual EA Process

The key steps involved in the EA process in accordance with the OEAA and the GTA West Corridor Environmental Assessment Terms of Reference are presented in Figure 2-1. Stage 1 of the EA has been completed and the Study is currently in Stage 2 (see Figure 2-2).

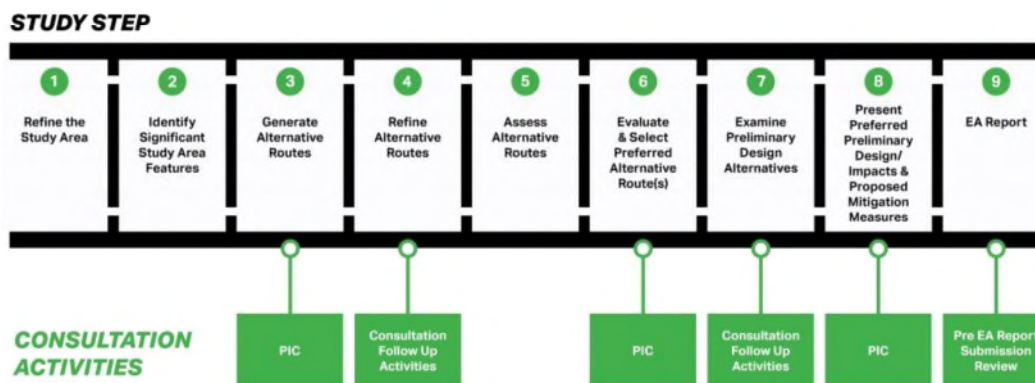
Individual EA Process



*MOE: Ministry of the Environment, now known as Ministry of the Environment, Conservation and Parks (MECP)

Figure 2-1: Individual EA Process

EA Process Stage 2



Note: The above study steps and consultation activities represent a framework to guide the EA study. The process outlined may be refined as determined appropriate during the EA to reflect study fundings and input received through consultation.

Figure 2-2: EA Process Stage 2

2.2. STUDY HISTORY

Table 2-1 below outlines a brief history of the GTA West Study.

Table 2-1: GTA West Study History

Dates	Study Activity
2008	Terms of Reference approved March 2008
2008 to 2012	Stage 1 of the GTA West Study (Systems Planning) involved identifying transportation problems and opportunities, evaluating transportation system alternatives, and recommending a Transportation Development Strategy (TDS)
2014 to 2015	Stage 2 of the GTA West Study (Route Planning and Preliminary Design of a multimodal transportation corridor component of the TDS) involved identifying features and constraints, and developing and evaluating route and interchange alternatives
December 2015	The GTA West Study was suspended *Prior to the study suspension, the GTA West Project Team had identified a Draft Technically Preferred Route, but had not yet presented the route to the public
Spring 2016	An independent Advisory Panel was asked to assess the GTA West Study in light of changes in government policies since 2008 and new transportation technologies
February 2018	The findings of the independent Advisory Panel were released publicly
February 2018	MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated a study called the Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor
November 2018	The government's 2018 Fall Economic Statement noted that Ontario is doing the work necessary to resume the EA for the GTA West multimodal transportation corridor

Dates	Study Activity
June 2019	<p>On June 19, 2019, the government announced that the EA for the GTA West Corridor will be resumed from its point of suspension in 2015</p> <p>*With the resumption of the GTA West EA, the Northwest GTA Corridor Identification Study will not be proceeding</p>

2.3. STUDY PROCESS

The GTA West EA study process is outlined below.

2.3.1. Terms of Reference (ToR)

The first phase of the GTA West Corridor Planning and EA Study involved the preparation of an EA Terms of Reference (ToR). The GTA West Corridor EA ToR outlines the framework for completing this EA study. The EA TOR document was submitted to the Ontario Ministry of the Environment (MOE) [now known as the Ministry of Environment, Conservation and Parks (MECP)] under Section 6 (2)(a) of the OEAA on July 15, 2007, and approved by the Ontario Minister of Environment on March 4, 2008 and is available on the project website at <https://www.gta-west.com/background-materials/>.

2.3.2. Stage 1

Stage 1 consisted of Area Transportation System Planning and Preliminary Planning, and contained two key steps: (1) Identify Problems and Opportunities and Screen the Modal Alternatives to the Undertaking; and (2) Assemble and evaluate Combination Alternatives to the Undertaking and Assessment Process.

The process of Identifying Problems and Opportunities included:

- An overview of transportation, land use, economic and environmental conditions;
- An assessment of future travel demands, deficiencies and area transportation system needs across all modes of transportation; and
- An identification of Area Transportation System Problems and Opportunities.

Stage 1 of the GTA West Study considered all transportation modes and their ability to address the future transportation demand by 2031. The outcome of Stage 1 was a multimodal Transportation Development Strategy completed in 2012 (<https://www.gta-west.com/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf>). This strategy made recommendations for optimizing the existing transportation network, improvements to non-roadway transportation modes such as transit and rail, widening of existing highways, and a new transportation corridor. It is important to note that the needs and justification for the proposed corridor considered the optimization of existing infrastructure and extensive expansion to regional transit, and determined that, even if all of the existing infrastructure within the Preliminary Study Area (shown in Exhibit 1-2 of the Area Transportation System Problems and Opportunities Report located on the

project website at https://www.gta-west.com/wp-content/uploads/2018/11/GTA_West_PO_Report_Rev_Draft_-_Jan_27_11-ALL.pdf) were to be improved to their maximum planned capacity and the full Metrolinx Regional Transportation Plan & GO 2020 were to be implemented, there would still remain a need to construct a new transportation corridor by the year 2031.

During Stage 1 of the study, the Project Team, in consultation with the Greenbelt Transportation Advisory Group (GTAG), also drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt. The Guideline identified key planning and design principles and recommendations for mitigation measures for placing new or expanded provincial highways/transitways within areas of the Greenbelt, in the GTA West study area. Key elements included:

- Impact avoidance, where possible;
- Community sensitive design;
- Consideration of impacts to road ecology and wildlife;
- Consideration of impacts to agriculture;
- Stormwater management; and
- Flexibility with geometric and bridge design to reduce impacts.

The Guideline echo's the Greenbelt Act and Greenbelt Plan's direction, encouraging the use of green infrastructure and planning, design and construction practices. Recommendations from the Guideline were considered during route planning and will continue to be implemented during Preliminary Design of the GTA West multimodal transportation corridor where impacts to Greenbelt areas are unavoidable. The Guideline is available for download on the Reports Page of the project website: <https://www.gta-west.com/reports>.

2.3.3. Stage 2

Stage 2 of the GTA West Study builds upon the recommendations from the first stage. Stage 2 is focusing on identifying the route, determining the interchange locations and developing the Preliminary Design for the new multimodal transportation corridor. As identified in Section 2.1.2, the Project is currently in Stage 2 of the EA process.

A long list of route alternatives was developed and screened to arrive at a short list of route and interchange alternatives. This short list was then evaluated to arrive at a Draft Technically Preferred Route. To select the Draft Technically Preferred Route in 2015, the Project Team undertook a rigorous and comprehensive evaluation of the short-listed route alternatives, which used the following steps:

1. Identify the potential transportation benefits, costs and environmental effects of the alternative;
2. Develop and apply avoidance, mitigation, compensation and enhancement measures to address the environmental effects;
3. Determine the net effects on the environment (natural, socio-economic, land use, cultural, transportation);
4. Rank the alternatives within each of the 9 sections of the study area; and
5. Review evaluation tables, rankings and net effects to determine and rationalize the Preferred Route in each Section.

-
6. Complete a secondary arithmetic evaluation of the alternatives as a comparison to the reasoned trade-off approach described above. This approach also tested different factor group weightings that were provided by stakeholder groups as part of the consultation program.

Lead environmental and transportation specialists completed an assessment of each short-list alternative per the Evaluation Factors and Criteria for Alternative Methods that were included as part of the approved Terms of Reference approved in 2008 and updated in 2019. The evaluation factors included multiple sub-factors under Natural Environment, Land Use/Socio-economic Environment, Cultural Environment, and Transportation.

Public Information Centre #2 (PIC #2), held in September/October 2019, presented the Draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment. The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies, Indigenous communities and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor. The study is currently in the early stages of Preliminary Design of the Preferred Route. Various environmental studies will be undertaken to identify environmental concerns, commitments and recommend mitigation measures. Impact assessments will be completed to document the specific potential for adverse effects to fish and fish habitat, migratory birds, and species at risk. Factors and sub-factors considered throughout the assessment process are identified in Table 4-2. The Project Team will present the Preliminary Design, including property impacts and mitigation measures, at PIC #3 for public review and comment.

3. GREENHOUSE GAS EMISSIONS ASSESSMENT

Request 3 Q2. Information about potential annual direct and indirect greenhouse gas emissions associated with the project. Indicate how the provincial assessment process would manage direct and indirect greenhouse gas emissions. Where applicable and available, provide general information such as mitigation and follow-up measures.

3.1.1. Air Quality and Greenhouse Gas (GHG) Emission Assessment

MTO first published the Environmental Guide for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (Guide) in 2012. The Guide, which was updated in May 2020 was reviewed and developed in consultation with numerous provincial and federal agencies including Environment and Climate Change Canada. It provides a framework and methodology to assess and quantify air quality impacts and GHG emissions in transportation projects. The methodology was designed to meet the needs of both provincial and federal regulatory agencies, in the spirit of the Canada-Ontario Agreement on Environmental Assessment Cooperation.

The Air Guide provides guidance to support air quality and greenhouse gas assessments to support the selection of a Preferred Route in the early stage of projects using build and no-build scenarios, as appropriate for the project type (e.g. new or expansion).

Under the Guide, projects that have multiple planning alternatives would undertake a burden analysis, which compares air contaminant and GHG emission estimates for each alternative. This is completed by:

- Predicting the annual VKT for each major vehicle type (e.g. passenger vehicle, heavy trucks, buses, and freight trains);
- Estimating the emission factors in gram/VKT of pollutant and/or GHG for each vehicle type;
- Determining the total pollutant and GHG emissions for each alternative route;
- Results can be compared to provide the opportunity for a comprehensive assessment of all relevant options from an air pollutant emissions perspective; and,
- The Guide recommends the use of MOVES for estimating vehicle emissions and provides guidance to derive GHG emission factors for a GHG emission impact assessment.

The results from this analysis is considered alongside other factors to identify credible routes for the project. If more than one credible route has been identified, the project team may conduct a “credible worst-case air quality analysis” for each alternative which uses conservative assumptions. In this case, air pollution exposure is considered within 500 m of the route alternative. The result of this analysis is used in the decision-making process to identify the Preferred Route alternative.

Once a Preferred Route is confirmed, a detailed assessment (comprehensive analysis) is completed for air quality and GHG emissions. For the GHG analysis, the estimated emissions for build and no-build scenarios for the reference years (year of construction, 10 and 20 years after construction) are assessed:

-
- Predicting the annual VKT for each major vehicle type (e.g. passenger vehicle, heavy trucks, buses, and freight trains);
 - Estimating the emission factors in gram/ VKT of GHGs for each vehicle type using the US EPA MOVES emissions software; and
 - Determining the total GHG emissions on the roadway for the reference years.

Following the selection of the Preferred Route, an Air Quality Impact Assessment (AQIA) will be performed as per the MTO's Air Guide. MTO's AQIA predicts the cumulative concentration of various contaminants of concern due to the operation of the project using a combination of historical background concentrations in the vicinity of the project and air emissions / dispersion modeling and compares to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS).

Mitigation may be warranted if provincial or federal air quality criteria and standards for one or more criteria air contaminants are exceeded. MTO may consult with the Ministry of the Environment, Conservation and Parks (MECP) on mitigation requirements, and will consider a number of factors, such as the extent, frequency, severity of the impacts, as well as the sensitivity of receptors and difference between build and no-build scenarios.

Based on the analysis, opportunities for mitigation may be identified and implemented on a project by project basis. This could include options to reduce greenhouse gas emissions in construction, design criteria and/or operational phases of the project

Details of this methodology are discussed further in MTO's Air Guide. An Air Quality Impact Assessment Report will be prepared that includes the need for mitigation, construction impacts and a discussion of regional burden analysis of Provincial air pollutants and GHGs.

3.1.2. Federal Strategic Assessment of Climate Change and Greater Toronto Area (GTA) West Project

The GTA West workplan includes an air quality and GHG impact assessment report that will follow the MTO's Air Guide. As the project is a new highway build and a Preferred Route has been established, the work will follow the detailed assessment for a build only scenario (using 0, 10 and 20 years) as described above.

MTO's Guide addresses the quantification of operational GHG emissions. To align with the Federal Impact Assessment Act requirements, the workplan will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of this analysis could inform GHG mitigation measures for both the construction and operational phases of the project.

Section 3.2 of the Federal Strategic Assessment considers the upstream GHG emissions of a project does not apply, as they are not significant.

4. ANTICIPATED REGULATORY APPROVALS AND POTENTIAL EFFECTS

Request 3 Q3. A list of all regulatory approvals (federal, provincial, municipal, other) and any federal financial assistance that would be required for the Project and the associated components or activities.

Request 3 Q4.a) For each license, permit, authorization and approval that would be required for the Project (including the streamlined environmental assessment for the Project, and Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities) provide the following information:

i) Name of the licence, permit, authorization or approval, the associated legislative framework, and responsible jurisdiction

ii) Whether it would involve an assessment of any of the effects outlined in the paragraphs above, and if so, a general description of the assessment that you intend to undertake. Would conditions be set and if yes, what effects would those conditions address?

iii) Whether public and/or indigenous consultation would be required and, if yes, provide information on the approach you intend to take (if any steps have been taken, provide a summary, including issues raised as well as your responses). If there is an issue resolution process associated with the consultation, describe it.

4.1. LISTING OF PERMITS, LICENCES, AUTHORIZATIONS OR APPROVALS

Through environmental studies, consultation and engagement a list of federal, provincial and municipal permits, licences, authorizations or approvals (PLAAs) will be developed in accordance with current standards, conditions and legislation. Table 4-1 below provides a preliminary list of anticipated PLAAs that will be required for the Project to proceed to construction along with the assessment anticipated to be required, conditions that might be placed on the approval, and consultation that may be required to support the approval. A confirmed list of potential PLAAs will be provided in final environmental study documentation and will be carried forward as commitments for further stages of design to construction.

This study is being carried out within a policy framework that includes all relevant approved provincial planning policies, including the key principles, themes and directions embodied within these policies, as well as approved municipal official plans and transportation master plans of the Study Area upper tier municipalities, with the intent of accommodating the future transportation and land use visions embodied in these documents.

Public and Indigenous consultation and engagement is a requirement under some of the listed PLAAs. The GTA West consultation and engagement approach and process, described in Sections 5 and 6, is robust and would cover any MTO-led consultation requirements in support of these PLAAs. Regulatory bodies that lead consultation initiatives as part of PLAA processes are noted in the table.

In general, conditions included in PLAAs are related to any adverse effects to the biophysical, human health, cultural or heritage asset that is afforded protection through the applicable legislation or regulation, including mitigation measures and follow-up programs. As the EA is underway and the design is still being refined, in most cases PLAAs have not been executed and therefore conditions are not yet confirmed. However, examples of what PLAA conditions could include are provided below in Table 4-1.

Table 4-1: Potential Permits, Licenses, Authorizations or Approvals Requirements

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
<p>Federal</p> <p>Fisheries Act Authorization Fisheries and Oceans Canada (DFO)</p> <ul style="list-style-type: none"> Should the Project have the potential to result in the death of fish or harmful alteration, disruption or destruction of fish habitat, DFO review will be required to determine the need for an authorization under paragraph 35(2)(b) of the <i>Fisheries Act</i> 	<p>Pending detailed design, consultation with DFO would be explored. The Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction (HADD) of fish habitat including Species at Risk and impacts to Indigenous communities.</p> <p>If approval and/or permits are required, the following will be addressed:</p> <ul style="list-style-type: none"> Construction methods and details on all phases (construction, operation, maintenance) including engineering drawings. Information on watershed, wetlands, waterbodies near the construction footprint. Public consultation and engagement to be undertaken as described in Section 5. Indigenous consultation and engagement to be undertaken as described in Section 6. 	<ul style="list-style-type: none"> Timing window restrictions Erosion and sediment control measures Water intake screening requirements Fish rescue Riparian area restoration Offsetting for HADD 	<ul style="list-style-type: none"> Applicable to all in-water works. If it is determined that authorization is required to be issued for the proposed works, DFO will undertake Indigenous engagement and consultation as required. Public consultation and engagement to be undertaken by MTO as described in Section 5. Indigenous consultation and engagement to be undertaken by MTO as described in Section 6. 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights
<p>Species at Risk Act (SARA) Permit Fisheries and Oceans Canada (DFO) Environment and Climate Change Canada</p> <ul style="list-style-type: none"> Should the Project have the potential to affect listed species, any part of their habitat or residences under Section 73 of the <i>Species at Risk Act</i> 	<p>The Project is undergoing existing conditions investigations and will be assessed to determine if there is the potential for the Project activities to result in impacts to Species at Risk.</p> <p>Potential SARA Permit requirements will be reviewed during Detail Design relative to known species in the context of the most current list of regulated species and results of updated field work.</p>	<ul style="list-style-type: none"> Timing window restrictions Offsetting Monitoring the efficacy of mitigation efforts 	<ul style="list-style-type: none"> Applicable to all Project components. Public consultation and engagement to be undertaken as described in Section 5 would address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights
<p>Notice under Canadian Navigable Waters Act Transport Canada (TC)</p> <p>Under Section 9 and Section 10 of the <i>Canadian Navigable Waters Act</i> (CNWA), approval for bridge work as defined under the Major Works Order for works across navigable waters not listed</p>	<p>For navigable waterways not listed, the CNWA requires that proponents issue a public notice and provide information about proposed works (except for minor works) on all navigable waters. For navigable waterways not listed Major Works may require a permit under the CNWA.</p> <p>There are currently no scheduled waterways, however this will be reviewed again in Detail Design and the Preliminary Design will address requirements for navigation when designing bridge crossings.</p> <p>Pending detailed design, consultation with TC would be explored. If approval and/or permits are required, the appropriate approval package will be submitted.</p>	<ul style="list-style-type: none"> Maintain the water level or water flow necessary for navigation purposes in a navigable water Give security in the form of a letter of credit, guarantee, suretyship or indemnity bond or insurance or in any other form that is satisfactory to the Minister of Transport. 	<ul style="list-style-type: none"> Applicable to bridge work associated with relevant watercourses. Public consultation and engagement to be undertaken by MTO as described in Section 5 will be evaluated to ensure it meets the consultation requirements as required by TC. If deemed to be required, additional consultation would be initiated. Indigenous consultation and engagement to be undertaken by MTO as described in Section 	<ul style="list-style-type: none"> Local Recreation – contemplates potential impacts to water body navigability that could affect recreational opportunities Potential impacts to Aboriginal and treaty rights (e.g. water navigability as means to access areas to exercise Aboriginal and treaty rights)

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
<p>Impact Assessment Act (IAA) Impact Assessment Agency Section 82 <i>Duties of Certain Authorities in Relation to Projects</i></p>	<p>Pending detailed design, the application of Section 82 of the IAA will be assessed in relation to proposed works in the vicinity of federal land if it is confirmed that federal land is impacted. The Preferred Route could potentially impact federal lands owned by the Canadian Broadcasting Corporation (CBC) at 7524 Auburn Road, Milton ON. Although the property is not directly impacted by the Preferred Route, the property falls partially within the Focused Analysis Area, and therefore could potentially be impacted by reinterments to the multimodal transportation or ancillary uses identified during the Preliminary Design stage.</p> <ul style="list-style-type: none"> Canadian Broadcasting Corporation (CBC)/Department of Canadian Heritage (DCH) would complete an assessment to determine if the project is likely to cause significant adverse environmental effects Prior to making a determination, CBC/DCH would post on the Agency's registry website a notice of intent to make a determination regarding potential for the project to cause significant adverse effects and invite public comments regarding the determination. CBC/DCH would post a notice of determination on the Agency's registry website, including mitigation measures taken into account in making the determination. 	<ul style="list-style-type: none"> Mitigation measures to address potential impacts to the biophysical, social and economic and cultural environment where avoidance is not feasible. Monitoring activities where warranted to verify the effectiveness of proposed mitigation measures and support implementation of adaptive management as applicable. 	<p>6 will be evaluated to ensure it meets the consultation requirements as required by TC. If deemed to be required, additional consultation would be initiated.</p> <ul style="list-style-type: none"> Applicable to any proposed works in the vicinity of 7524 Auburn Road (federally owned by the Canadian Broadcasting Corporation). 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights
<p>Provincial Submission of Environmental Assessment Document Ministry of Environment Conservation and Parks (MECP) Stage 2 of the GTA West Environmental Assessment study (Route Planning and Preliminary Design) is following the approved planning process for an Individual Environmental Assessment (Individual EA) in accordance with the Ontario <i>Environmental Assessment Act</i>.</p>	<p>The Environmental Assessment (EA) document is being completed in accordance with the approved Terms of Reference - Amended (July 2007). Consultation with the public, indigenous communities and government agencies has been ongoing throughout the Project. The EA document will include:</p> <ul style="list-style-type: none"> Purpose and Rationale (need) for the undertaking A review and evaluation of alternatives considered (Alternatives to the Undertaking and Alternative Methods) A description of the undertaking (Preliminary Design) Environmental effects and proposed mitigation measures associated with the Preliminary Design Commitments to compliance monitoring Future commitments to be satisfied at subsequent design stages Record of consultation <p>Issues raised by the public, stakeholders and Indigenous communities during consultation and engagement activities are considered and addressed as appropriate. Once the EA document is submitted to MECP, there are a series of review processes and</p>	<p>Mitigation measures to address potential impacts to the biophysical, social and economic and cultural environment are provided where avoidance is not feasible.</p> <ul style="list-style-type: none"> Monitoring activities identified where warranted to verify the effectiveness of proposed mitigation measures and support implementation of adaptive management 	<p>Applicable to all Project components.</p>	<ul style="list-style-type: none"> The Environmental Assessment document contemplates impacts to all components of the environment (as defined under the Environmental Assessment Act), including air quality, noise and vibration, aesthetics and local recreation. Potential impacts to Aboriginal and treaty rights

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
<p>Permit to Take Water (PTTW) MECP Required if temporary water takings are estimated to be greater than 400,000 L/day for dewatering during construction activities in accordance with the <i>Water Resources Act</i> (O. Reg. 728/03) Section 34</p>	<p>decision points including:</p> <ul style="list-style-type: none"> Government and Public Review of EA Notice of Completion of Ministry Review of EA Public Inspection of Ministry Review (Final) Minister's Decision <p>The Decision by the Minister of Environment, Conservation and Parks may include referral to the Environmental Review Tribunal (Hearing), Referral to Mediation or a Decision on the EA (i.e. Approve, Approve with Conditions or Refuse)</p>	<ul style="list-style-type: none"> Settling monitoring Regular reporting of water takings Natural feature monitoring Water quality and volume monitoring Ensuring wellhead protection Additional conditions could include monitoring requirements, seasonal restrictions, modifications to discharge locations, and remediation. 	<ul style="list-style-type: none"> Applicable to all Project components where dewatering is required as necessary. Public consultation and engagement to be undertaken as described in Section 5 would address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. When an application for an Environmental Compliance Approval (ECA) is made, it must be posted on the Environmental Registry for 30-45 days for public comment, as determined by MECP. 	<ul style="list-style-type: none"> Public Safety – contemplates potential effects to subsidence and geotechnical stability Human Health – contemplates potential effects to well supply, water quality and quantity Potential impacts to Aboriginal and treaty rights
<p>Environmental Activity and Sector Registry (EASR) for construction dewatering MECP Required if temporary water takings of ground water and storm water for the purpose of construction dewatering have volumes estimated to be greater than 50,000 L/day, but less than 400,000 L/day under normal conditions in accordance with O. Reg. 245/11 Registrations Under 11.2 of the Act – General and O. Reg 63/16: Registrations Under Part 11.2 of the Act – Water Taking</p>	<p>Pending detailed design, EASRs would be obtained as required.</p> <ul style="list-style-type: none"> Registration information needs to remain up-to-date and the water takings must continue to meet the criteria set out in O. Reg. 245/11 and O. Reg. 63/16, as applicable <p>Limited to prescribed activities:</p> <ul style="list-style-type: none"> taking of ground and/or stormwater for the purpose of dewatering a construction site. the use, operation, establishment, alteration, extension or replacement of a sewage works that is used solely for the collection, transmission and disposal of storm water to dewater a construction site. 	<p>Taking of water shall not commence until the water taking plan, discharge plan and notification are complete.</p> <ul style="list-style-type: none"> implementation of measures and water monitoring program outlined in the water taking plan implementation of control measures outlined in the discharge plan If discharge is within 30 m of a water body the additional mandatory requirements need to be followed. the turbidity of the discharge shall not exceed 8 Nephelometric Turbidity Units (NTU) above the background level of the nearest water body background turbidity levels must be measured upstream and out of any influence of the discharge location the local District Office of the Ministry shall be 	<ul style="list-style-type: none"> Applicable to all Project components where dewatering is required as applicable. Consultation is not required for EASR activities; however, the public consultation and engagement to be undertaken as described in Section 5 would be undertaken prior to applying for an EASR. Consultation is not required for EASR activities; however, the Indigenous consultation and engagement to be undertaken as described in Section 6 would be undertaken prior to applying for an EASR. 	<ul style="list-style-type: none"> Human Health – contemplates potential effects to well supply, water quality and quantity. Potential impacts to Aboriginal and treaty rights

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
		<p>notified prior to the first discharge.</p> <p>The water taken must be discharged or transferred as follows:</p> <ul style="list-style-type: none"> discharge to a sewage works that has the appropriate Environmental Compliance Approval (ECA) transfer to a waste management system that has the appropriate ECA or is registered under the non-hazardous waste transportation systems EASR discharge to a municipal sanitary sewer or storm sewer in accordance with any municipal requirements that may exist discharge to surface land that is in accordance with a discharge plan and criteria set out in the EASR. The land must not be enclosed in a building 		
On-site and Excess Soil Management MECP Approval and/or permits may be required under O. Reg. 406/19 to address excess soil management requirement.	<p>Applicability to be determined pending detailed design.</p> <ul style="list-style-type: none"> Volume, quality and soil condition to be determined as part of construction planning process. Management guidelines to be completed and outline sampling, monitoring, handling and documentation requirements. Management of Excess Soils to be completed under the supervision of a Qualified Person as prescribed. 	<ul style="list-style-type: none"> Follow guideline (On-Site and Excess Soil Management and the associated MECP Rules for Soil Management and Excess Soil Quality Standards, dated December 8, 2020). Contamination and Waste Management Plan Earth Management Plan Spill Management Plan Sampling Plans 	<ul style="list-style-type: none"> Applicable to Project components that generate excess soil or require on-site soil management during construction. The work must be registered on the Resource Productivity and Recovery Registry and be available for public comment. 	<ul style="list-style-type: none"> Human Health – identification of contamination Potential impacts to Aboriginal and treaty rights
Record of Site Condition/Certificate of Property Use MECP Records of Site Condition to be filed with MECP as required as per O. Reg. 153/04. Certificate of Property Use may be issued by MECP in accordance with O. Reg. 153/04.	<p>Pending detailed design, may be required based on change in land use.</p> <p>Assessment includes:</p> <ul style="list-style-type: none"> Identification of contamination through investigative drilling and soil sampling. Risk assessments to identify required risk management measures; and The development of remediation plans. 	<ul style="list-style-type: none"> Engineering requirements – capping, vapour intrusion mitigation measures, ground water management controls. Administrative requirements – Health and Safety Plan, Soils and Groundwater Management Plan, Groundwater Control and Management Plan, site prohibitions (e.g. planting fruit or vegetables, constructing certain types of structures, prohibiting certain uses, access restrictions for undeveloped portions, etc., if relevant). Monitoring/Maintenance Requirements – develop and implement: <ul style="list-style-type: none"> Groundwater monitoring plan Cap inspection and maintenance program Vapour/air quality monitoring plan; vapour intrusion mitigation measures inspection and maintenance program Annual reporting requirements 	<ul style="list-style-type: none"> Applicable to Project components that require a change in land use from a commercial or industrial use. RSCs and CPUs must be posted on the Environmental Registry for public comment. 	<ul style="list-style-type: none"> Human Health – identification of contamination, remediation plans Potential impacts to Aboriginal and treaty rights
Agricultural Impact Assessment	<p>OMAFRA has published a draft Guidance Document for Agricultural Impact Assessments (http://www.ontario.gov.on.ca/english/landuse/aiia.htm). The</p>	<ul style="list-style-type: none"> Avoid/minimize the loss and fragmentation of agricultural land 	<ul style="list-style-type: none"> Applicable to all Project components. 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
<p>Ontario Ministry of Agriculture, Food and Rural Affairs</p>	<p>revised Guidance Document is anticipated to be available in early 2021. The Project will review and integrate the AIA requirements into the EA.</p> <p>The project team has been working proactively with OMAFRA before the release of the final Guidance document in order to align our work with these requirements.</p>	<ul style="list-style-type: none"> Avoid/minimize impacts from increased non-agricultural road use in agricultural areas Avoid/minimize/mitigate impacts from changes in water quality and quantity Avoid/minimize impacts on farmland and agricultural operations Mitigate impacts during construction or operations 	<ul style="list-style-type: none"> Public consultation and engagement to be undertaken as described in Section 5 would address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights
<p>Endangered Species Act Permit MECP Permit under s.17(1) in accordance with clauses 17(2)(c) and (d) of the <i>Endangered Species Act</i></p>	<p>The Project is undergoing existing conditions investigations and will be assessed to determine if there is the potential for Project activities to result in impacts to Species at Risk.</p> <p>Potential Endangered Species Act (ESA) Permit requirements will be reviewed during Detail Design relative to known species in the context of the most current list of regulated species and results of updated field work.</p>	<ul style="list-style-type: none"> Timing window restrictions Compensation Monitoring the efficacy of mitigation efforts (such as artificial roost structures) 	<ul style="list-style-type: none"> Applicable to all Project components. Public consultation and engagement to be undertaken as described in Section 5 would address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights
<p>Archaeology Assessment Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) <i>Ontario Heritage Act, Part VI</i></p>	<p>Upon confirmation that Stage 1, 2, 3 and 4 (as applicable) archeology assessments have met fieldwork and licensing requirements, MHSTCI will issue a letter confirming their entry into the Ontario Public Register of Archaeological Reports.</p>	<ul style="list-style-type: none"> Monitoring by a licensed archaeologist during construction as part of archaeological site avoidance and protection strategies (if full mitigation by excavation was not conducted prior) Implementing an archaeological resources protection or contingency plan during construction Compliance with Section 48, 69.1, and 69 of the <i>Ontario Heritage Act</i> Compliance with the <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> (when proclaimed in force in 2012) Access Management Plan Other conditions, based on the recommendations of the archaeological assessment report. 	<ul style="list-style-type: none"> Applicable to all Project components involving ground disturbance. Indigenous communities will be extended opportunities to observe or participate in any archaeological work undertaken for the project. Information/Reports on archaeological work will be provided to interested Indigenous communities. 	<ul style="list-style-type: none"> Potential impacts to Indigenous archaeological resources
<p>Minister's Consent MHSTCI <ul style="list-style-type: none"> <i>Ontario Heritage Act, Part III, 1</i> Standards and Guidelines for Conservation of Provincial Heritage Properties</p>	<p>As a provincial ministry, MTO is subject to the Standards and Guidelines for Conservation of Provincial Heritage Properties (the Standards and Guidelines) issued under the <i>Ontario Heritage Act</i>. Consent of the Minister of Heritage, Sport, Tourism and Culture Industries is required for the demolition or removal of any buildings or structures on a provincial heritage property of provincial significance or for transfer of the property, in whole or in part, out of provincial control. The Minister may grant consent, with or without conditions, where the Minister is of the opinion that the removal, demolition or transfer is the best option after all alternatives have been considered by the ministry or prescribed public body requesting consent.</p>	<ul style="list-style-type: none"> Technical cultural heritage studies (e.g. Cultural Heritage Report, Heritage Impact Assessments) will be developed to identify potential impacts and recommend mitigation strategies to avoid or reduce impacts on heritage properties Documentation and Pre- and Post-Construction Conditions Assessment Landscape Management Plan to restore altered cultural heritage landscapes to pre-construction conditions 	<ul style="list-style-type: none"> Applicable to all Project components that may require demolition, removal, or transfer out of provincial control associated with PHPPSS. Consultation with MHSTCI and relevant municipalities. Public consultation and engagement to be undertaken as described in Section 5 would address the consultation 	<ul style="list-style-type: none"> Potential impacts to Aboriginal and treaty rights

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
	Requirements for appropriate management of heritage properties will be documented in Cultural Heritage reporting as the study advances.	<ul style="list-style-type: none"> Documentation and Restoration Plans to restore altered built heritage resources to pre-construction conditions Interpretation and Commemoration Strategy and Plan Relocation Plans for heritage attributes planned to be temporarily relocated for the duration of construction activities Relocation of heritage buildings and/or structure, including consideration of adaptive re-use alternatives Strategic Conservation Plan(s)/Heritage Impact Assessment(s) Other conditions, based on the recommendations of the technical cultural heritage studies and/or the Minister of Heritage, Sport, Tourism and Culture Industries' Consent conditions 	<ul style="list-style-type: none"> requirements. <ul style="list-style-type: none"> Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. 	
Municipal				
Site Plan Review Relevant municipalities as determined during Detail Design <ul style="list-style-type: none"> Review and approval of Site Plans for applicable above-grade structures 	Although a site plan review is not required for a provincial undertaking, the Ministry will work with relevant municipalities to review proposed site plans that may include but are not limited to, potential for future commuter parking lots, connection with existing or proposed public transit, connection with active transportation plans.	<ul style="list-style-type: none"> Potential to incorporate feedback on features such as design, site access and servicing, landscaping and aesthetics 	<ul style="list-style-type: none"> Applicable to all Project components with connection to municipal infrastructure. 	<ul style="list-style-type: none"> Public Safety – accessibility standards Aesthetics – tree preservation, landscaping Human Health – active transportation and connection to non vehicular modes of transportation
Sewer discharge permit Halton Region, York Region, Region of Peel <ul style="list-style-type: none"> Sewer Use By-laws 	Although the Ministry is not required to obtain municipal permits, any discharges to storm sewers will be assessed to determine if there is potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including SAR.	<ul style="list-style-type: none"> Water quality testing to meet municipal standards Monitoring volume to meet capacity limits. 	<ul style="list-style-type: none"> Applicable to all Project components involving discharge into a municipal sewer. 	<ul style="list-style-type: none"> Human Health – water quality and quantity Potential impacts to Aboriginal and treaty rights
Good Forest Practices Permit and/or Special Permits Halton Region, York Region, Region of Peel <ul style="list-style-type: none"> Forest Conservation By-laws 	Although the Ministry is not required to obtain municipal permits, the Project Team is aware of the municipal by-laws regarding forest conservation and will work with York Region, Peel Region, and Halton Region to discuss avoidance and mitigation of potential tree removals.	<ul style="list-style-type: none"> Avoidance and / or mitigation measures of direct or indirect effects Timing restrictions Qualified individuals Replacement of trees 	<ul style="list-style-type: none"> Vegetation clearing and construction activities for the Project as a whole. Consultation will be undertaken with York Region, Peel Region and Halton Region as the design progresses. 	<ul style="list-style-type: none"> Aesthetics – tree preservation, landscaping Potential impacts to Aboriginal and treaty rights
Demolition Permits Halton Region, York Region, Region of Peel	Demolition permits may be required from municipalities should structures require demolition.	<ul style="list-style-type: none"> Specified timelines to complete required works. Restoration works completed within the specified timelines. Traffic control measures provided. Adequate protections of pedestrians and motorists. 	<ul style="list-style-type: none"> Consultations with municipalities, property owners, and potentially other ministries (i.e. MHSTC) 	<ul style="list-style-type: none"> Public Safety – consideration of adjacent properties and the public during demolition Socio-economic – consideration of structures with heritage potential Human Health – consideration for potential contamination or designated substances on the site

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
<p>Road Occupancy Permit/ Road Closure Permits Halton Region, York Region, Region of Peel</p>	<p>Road Occupancy Permits / Road Closure Permits may be required for any lane closures or full road closures of municipal roads during construction or investigations. These may be in the form of permits or agreements with the municipality.</p> <p>The Local Planning Appeal Tribunal (LPAT) deals with land use planning matters under the <i>Planning Act</i> and can provide a forum to resolve land use planning issues should they arise.</p>	<ul style="list-style-type: none"> Specified timelines to complete required works. Restoration works completed within the specified timelines. Traffic control measures provided. Adequate protections of pedestrians and motorists. 	<ul style="list-style-type: none"> Pavement/foundation investigations, other investigations that may require road or lane closures Construction activities such as bridge construction 	<ul style="list-style-type: none"> Public Safety – consideration of safety measures to the moving public and to workers on site
Other/Ancillary				
<p>Environmental Compliance Approval (ECA) for Industrial Sewage MECP <i>Ontario Water Resources Act Section 53 under the Environmental Protection Act</i></p>	<p>Industrial sewage works are any works involving the collection, transmission, treatment or disposal of sewage generated from industrial activities. This could include projects to handle storm runoff, domestic sewage and process sewage from industrial sites.</p> <p>The Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including SAR.</p> <p>An ECA for Industrial Sewage may be required if changes to existing sewers, stormwater management facilities, and stormwater pumping stations are required as a result of detailed design. This may either require an amendment to an existing ECA(s) or a new ECA.</p>	<ul style="list-style-type: none"> Water quality sampling testing to meet discharge criteria Compliance reporting requirements 	<ul style="list-style-type: none"> Applicable to all Project components involving stormwater management and sewage discharge. Public consultation and engagement to be undertaken as described in Section 5 would address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. When an application for an ECA is made, it must be posted on the Environmental Registry for 30-45 days for public comment, as determined by MECP. 	<ul style="list-style-type: none"> Public safety – municipality required to review and concur that ECA will not contravene municipal bylaws; assess threats to drinking water supplies Potential impacts to Aboriginal and treaty rights
<p>Drinking Water Works Permit (DWWP) MECP <i>Safe Drinking Water Act, 2002, O. Reg. 170/03</i></p>	<p>Pending detailed design, may be required to alter a drinking water system.</p> <ul style="list-style-type: none"> Impacts to existing licenced operation systems will be identified and the appropriate licences will be engaged to determine potential impacts to the existing drinking water system to determine permitting requirements. If required, impacts will be mitigated to the extent feasible and alteration would be completed in accordance with the terms and conditions of the permit. <p>The conditions of the DWWP and the licence will apply, as applicable, to the additions, modifications, replacements or extensions of the drinking water system authorized by the issuance of a Schedule C (Authorization to Alter the Drinking Water System) document.</p>	<ul style="list-style-type: none"> Conditions imposed on a licence will typically relate to requirements respecting the performance, operation and maintenance of the system as well as monitoring and recording of specific indicators of water quality and environmental impact, and provision of contingencies to prevent and deal with accidental spills or upsets. 	<ul style="list-style-type: none"> Applicable to Project components that interact with existing or planned drinking water systems. Consultation with the licence owner required. 	<ul style="list-style-type: none"> Public Safety – considerations for public drinking water supply and drinking water supplies of Indigenous communities
<p>ECA for Air/Noise MECP <i>Section 9 of the Environmental Protection Act, O. Reg. 419/05 Air Pollution and Local Air Quality, Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning</i></p>	<p>For activities as described in Section 9 of the <i>Environmental Protection Act</i> (EPA), projects must demonstrate compliance with current air standards at points of impingement (POI) and current noise and vibration standards.</p> <ul style="list-style-type: none"> An ECA for Air/Noise may be required pending detailed design. <p>ECA's include requirements to assess, mitigate and monitor potential</p>	<ul style="list-style-type: none"> Mitigation design requirements to address air emissions or sound or vibration levels. Monitoring, testing and reporting requirements. Complaint resolution process. Ministry Notification requirements 	<ul style="list-style-type: none"> Applicable to potential transit station sites; highway maintenance facilities and inspection stations Public consultation and engagement to be undertaken as described in Section 5 would 	<ul style="list-style-type: none"> Human health – contemplates potential effects to noise and air quality Potential impacts to Aboriginal and treaty rights

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Potential Adverse Direct or Incidental Effects (including changes to health, social and economic conditions)
(NPC- 300)	adverse effects on local air quality and noise and vibration levels due to project activities.		<ul style="list-style-type: none"> address the consultation requirements. Indigenous consultation and engagement to be undertaken as described in Section 6 would address the consultation requirements. When an application for an ECA is made, it must be posted on the Environmental Registry for 30-45 days for public comment, as determined by MECP. 	
EASR for Air/Noise MECP <i>O. Reg. 1/17 Registrations Under Part II.2 of the Act - Activities Requiring Assessment of Air Emissions</i>	Pending detailed design, prescribed activities outlined in O. Reg. 1/17 must be registered in the EASR. <ul style="list-style-type: none"> EASR registration requires the completion of modeling to demonstrate compliance with air, noise and/or vibration criteria. 	<ul style="list-style-type: none"> Fugitive dust control requirements Monitoring, testing and reporting requirements Equipment operational requirements 	<ul style="list-style-type: none"> Applicable to potential transit station sites; highway maintenance facilities and inspection stations Consultation is not required for EASR activities; however, the public consultation and engagement to be undertaken as described in Section 5 would be undertaken prior to applying for an EASR. Consultation is not required for EASR activities; however, the Indigenous consultation and engagement to be undertaken as described in Section 6 would be undertaken prior to applying for an EASR. 	<ul style="list-style-type: none"> Human Health - provide modelling for air dispersion, noise reports Potential impacts to Aboriginal and treaty rights
Permission to Enter and Construct (PTEC) Ministry of Transportation and landowner	Should the design require works to be completed on private property not owned by the Ministry, a Permission to Enter and Construct agreement between the Ministry and the landowner must be obtained.	<ul style="list-style-type: none"> Varies dependant on landowner, property type, proposed construction, duration, or access requirements Landscaping of impacted land back to pre-construction or agreed upon condition 	<ul style="list-style-type: none"> Construction on municipal lands or private property 	<ul style="list-style-type: none"> Public Safety – consideration of safety measures to the landowner and to workers on site Aesthetics – vegetation preservation, landscaping
Encroachment Permits Ministry of Transportation	Encroachments may include signs, survey work, banners, acceleration and deceleration lanes, curbs, gutters, sidewalks, safety islands, sewers, pipelines, coaxial or fibre optic cable, or other works or structures that may during the construction, installation, or maintenance thereof, obstruct, cause material to be deposited upon, enter upon, take up, bridge over, tunnel under or in any way interfere with the land within the limits of a highway or the roadway or any structure forming a part of the highway.	<ul style="list-style-type: none"> Safety considerations and coordination with potential other contractors Specified timelines to complete required works Timing windows and / or restrictions associated with vegetation clearing or clearing in areas which are not cleared of archaeological potential 	<ul style="list-style-type: none"> Any installation or works, upon, under or within the limits of a provincial highway ROW placed by someone other than MTO. 	<ul style="list-style-type: none"> Public Safety – consideration of safety measures to the contractor and to the public Aesthetics – vegetation preservation, landscaping
Temporary Limited Interests Ministry of Transportation	Where land is required for a limited time only or only a limited estate, right or interest therein is required. Plans shall indicate that the land is taken for such limited time only or that only such limited estate, right or interest therein is taken, and, by the registration in such a case, the land for such limited time or such limited estate, right or interest vests in the expropriating authority.	<ul style="list-style-type: none"> Varies dependant on landowner, property type, proposed construction, duration, or access requirements Landscaping of impacted land back to pre-construction or agreed upon condition 	<ul style="list-style-type: none"> Construction on municipal lands or private property 	<ul style="list-style-type: none"> Public Safety – consideration of safety measures to the contractor and to the public Aesthetics – vegetation preservation, landscaping

4.2. POTENTIAL ADVERSE EFFECTS WITHIN FEDERAL JURISDICTION

Request 3 Q4b) Confirm whether any licence, permit, authorization or approval, including the applicable provincial assessment process, listed above would contemplate and manage effects on the following matters, and discuss, in general, the benchmarks or standards that you intend to meet (or would be expected to meet). Where applicable and available, provide general information such as proposed mitigation and follow-up program measures, or provide a rationale for why such are not required:

- i) Potential impacts on fish and fish habitat, including watercourses and wetlands in the Humber, Etobicoke, and Credit River Watersheds;*
- ii) Potential impacts on terrestrial and aquatic species at risk and their habitat, including changes to woodlands and natural corridors;*
- iii) Potential impacts to migratory birds, including potential for direct effects (e.g., mortality due to vehicle collisions, poisoning, habitat loss and fragmentation), and indirect effects (e.g., noise, artificial light, barriers to movement, and edges associated with roads);*
- iv) Potential impacts to human health, particularly from changes in air quality, water quality, and noise and vibration levels, during project construction and operation;*
- v) Potential impacts to Indigenous peoples of Canada, including on:*
 - o current use of lands and resources for traditional purposes;*
 - o physical and cultural heritage; and*
 - o any structure, site or thing that is of historical, archaeological, paleontological or architectural significance;*
- vi) Potential adverse impacts on the rights of the Indigenous peoples of Canada recognized and affirmed by section 35 of the Constitution Act, 1982;*
- vii) Potential impacts to public safety;*
- viii) Potential impacts to aesthetics and local recreation;*
- ix) The potential greenhouse gas emissions associated with project construction and operations, including both direct and indirect emissions;*
- x) Whether any impacts named in points i. to ix. above would be permanent, and if yes, how you intend to manage those impacts, or provide a rationale for why such management would not be required; and*
- xi) Whether the Project would result in cumulative effects, considering potential cumulative effects associated with other highway proposals in the project area, and expansion of municipal settlement and employment area*

boundaries in the vicinity of the project. If yes, describe how you intend to manage those impacts, or provide a rationale for why such management would not be required.

Request 3 Q5. For all Federal Licenses, permits, authorizations, approvals and/or financial assistance that may be provided for the Project, describe any anticipated adverse direct or indirect effects (including changes to health, social and economic conditions) that may occur as a result. For all effects, indicate whether the provincial assessment process would manage them. Where applicable and available, provide general information such as mitigation and follow-up program measures, or provide a rationale for why such are not required.

The approved GTA West Environmental Assessment Terms of Reference (ToR) provided the basis for consideration of environmental and technical factors during the generation and evaluation of alternative methods addressing the natural environment, cultural environment, social/economic environment and technical factors as noted in Table 6.1: Environmental and Technical Considerations During the Generation of Alternative Methods and Table 6.2 Summary of Evaluation Factors and Sub-Factors for Alternative Methods of the approved ToR. These factors and criteria were further refined and presented during Stage 2 of the Environmental Assessment including at stakeholder meetings and at PIC#1 (November/December 2014). The factors and sub-factors used in the route alternatives assessment process included the following in Table 4-2 below.

Table 4-2: Factors and Sub-Factors Included in the Assessment of Route Alternatives

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
1.0 Natural Environment			
1.1 Fish and Fish Habitat	1.1.1 Fish Habitat	Potential degree of/scale of negative effects on fish habitat (extent, duration, intensity), considering sensitivity of fish habitat, e.g.: <ul style="list-style-type: none"> • critical/specialized fish habitat features • rarity of habitat types • habitat resilience • relative importance of riparian areas • habitat rehabilitation goals, as relevant Potential to design crossing or adjacent transportation corridor section to avoid death to fish or a HADD of fish habitat.	Number watercourse and waterbody crossings, considering sensitive habitat features and functions and complexity of crossing site in relation to degree of impact. General measures of sensitivity include: presence of Species at Risk (SAR) or coldwater species with specific habitat dependencies, critical/specialized habitat and features or functions that are less common or limiting to the system, etc. Siting considerations, including crossing of highly meandering reach/major bend, complex valley, mature/intact riparian and floodplain system etc.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	1.1.2 Fish Community	<p>Potential degree of/scale of negative effects on fish (extent, duration, intensity) considering sensitivity of fish, e.g.:</p> <ul style="list-style-type: none"> • species sensitivity to disturbance • species rarity, including species at risk (special concern, threatened or endangered fish species) • fish dependence on habitat (e.g. specialized/critical fish life stage processes like spawning, rearing, nursery, feeding) and fish movement/migration • long-term fish community management goals <p>Potential to design crossing or adjacent transportation corridor section to avoid death to fish or a HADD of fish habitat.</p>	<p>Number and relative length of channel sections potentially requiring realignment (and relative complexity).</p> <p>Number of crossing locations based on nature and sensitivity of fish communities (e.g., locations with Species at Risk, coldwater species, etc.).</p> <p>Number and location of crossings of specialized aquatic habitat which provides for various critical life stages.</p>
1.2 Terrestrial Ecosystems	1.1.3 Wildlife and Wildlife Habitat	<p>Potential and significance of encroachment, fragmentation, removal long-term alteration/ disruption as applicable to the following:</p> <ul style="list-style-type: none"> • Habitat rarity (i.e. representation on landscape) • Habitat sensitivity / resilience • Habitat diversity within feature and landscape • Habitat function within feature and landscape • Confirmed Significant Wildlife Habitat • Potential Significant Wildlife Habitat 	<p>General measures will include those outlined in the Ecoregion Criterion schedules 6E and 7E. These measures include habitat community types, sizes and the presence and number of indicator species observed within suitable communities as outlined in the schedules.</p> <p>Area and number of potential habitats for species at risk (SAR) and species of conservation concern (SCC) crossed by each alternative.</p>

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		<ul style="list-style-type: none"> • Movement corridors and habitat connectivity • Potential or confirmed habitat for Species at Risk • Presence of wildlife Species at Risk • Presence of wildlife of local and regional importance • Interference with critical wildlife life stage processes (e.g. mating/rearing, etc.) <p>Consideration of impacts to individuals of species or species groups and impacts to their respective habitats will be considered.</p> <p>Opportunities to design crossings or transportation corridor section(s) to avoid or minimize impacts to Wildlife and Wildlife Habitat.</p>	
	1.2.2 Wetlands	<p>Potential and significance of encroachment, fragmentation, removal and/or long-term alteration/ disruption on wetlands features as applicable to the following:</p> <ul style="list-style-type: none"> • Provincially Significant Wetlands • Non-Provincially Significant Wetlands • un-evaluated wetlands • lands adjacent to wetland features required to maintain ecological features and functions • rarity, feature sensitivity / resilience, feature diversity, size and representation on the landscape. <p>Opportunities to design crossings or transportation corridor section(s) to avoid or minimize impacts to wetlands.</p>	Area or number of wetlands crossed by each alternative – includes Provincially Significant Wetlands (PSWs), non-PSWs and PSW status to be determined.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	1.2.3 Woodlands and Vegetation	<p>Potential and significance of encroachment, fragmentation, removal and the long-term alteration/ disruption as applicable to the following:</p> <ul style="list-style-type: none"> • significant woodlands • significant valley lands • rarity, feature sensitivity/resilience, feature diversity, size and representation on the landscape • individuals/populations or habitats for vegetation Species at Risk • individuals / populations or significant habitat representation for vegetation species of provincial or regional / local conservation <p>Opportunities to design crossings or highway section(s) to avoid or minimize impacts to woodlands and other vegetation.</p>	<p>Area of impact on significant woodlands, large intact habitat blocks, and associated wildlife habitat.</p> <p>Area of vegetation patches not associated with woodlands but may provide habitat for specialized species, (i.e. grassland birds, early-successional significant wildlife habitat, etc.).</p>
	1.2.4 Designated/Special/ Natural Areas	<p>Potential and significance of encroachment, fragmentation and removal, and long-term alteration/ disruption as applicable to the following:</p> <ul style="list-style-type: none"> • purpose / rationale for original designation (i.e. relative potential to affect the core feature / function designated); • impact to the designated feature / function; • change in area character/ aesthetics of the features / area; • impact to the overall designation (i.e. does the impact potentially effect the purpose of the designation). <p>Designated natural areas, such as heritage rivers, Environmentally Significant Areas (ESAs), Environmentally Sensitive Policy Areas, Areas of Natural and Scientific Interest (ANSIs), Natural Heritage</p>	<p>Numbers or areas of ESAs, ANSIs, Greenbelt areas affected by each route alternative</p>

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		System(s), conservation lands (e.g. management tracts, reserves); and the designated special areas of national parks, provincial parks, conservation areas, etc.	
1.3 Ecosystem Services		<p>The relative potential impact for each corridor alternative on ecosystem services.</p> <p>Ecosystem services are the direct and indirect benefits to human well-being that are provided by healthy functioning ecosystems.</p>	<p>Measures and methods of assessment for ecosystem services may include:</p> <ul style="list-style-type: none"> • Total area impacted (by land cover type or service) • Cost analysis examining services by land cover type • Cost analysis examining land cover type by total services provided
1.4 Groundwater	1.4.1 Areas of Groundwater Recharge or Discharge	Potential and significance of alteration to areas of groundwater recharge or discharge due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction, or soil compaction affecting groundwater base-flow and quality.	Number and distance of groundwater recharge / discharge areas to the route alternative
	1.4.2 Groundwater Source Areas and Wellhead Protection Areas	Potential and significance of alteration to groundwater source areas and wellhead protection areas due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction.	Sensitivity (i.e. well depth and / or aquifer unit), number and distance of groundwater source areas and wellhead protection areas to the route alternative
	1.4.3 Large Volume Wells	Potential and significance of alteration to large volume wells due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction and by soil compaction.	Sensitivity (i.e. well depth and / or aquifer unit), number and distance of large volume wells to the route alternative
	1.4.4 Private Wells	Potential and significance of alteration to private well use due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	Number and distance of shallow wells and reliance of households on groundwater use
	1.4.5 Groundwater-Dependent	Potential and significance of alteration to groundwater use by groundwater-	Number and distance of groundwater dependent

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	Commercial Enterprises	dependent commercial enterprises due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction.	commercial enterprises to the route alternative.
	1.4.6 Groundwater-Sensitive Ecosystems	Potential and significance of alteration to groundwater-sensitive ecosystems due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction.	Number and distance of groundwater sensitive ecosystems to the route alternative. Severity of expected groundwater dewatering / obstruction and sensitivity of ecosystems relying on groundwater
1.5 Surface Water	1.5.1 Watershed / Subwatershed Drainage Features/Patters	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption <p>as applicable to the following:</p> <ul style="list-style-type: none"> • watercourse crossings (permanent, intermittent and ephemeral) • floodplain • riparian areas • sensitive headwater areas • watershed and subwatershed management plans <p>The approach to the fluvial assessment will be confirmed, reviewed and made acceptable to reviewing agencies.</p>	<p>Number of watercourse crossings.</p> <p>Number of crossings of sensitive reaches from a fluvial and slope stability perspective.</p>
	1.5.2 Surface Water Quality and Quantity	<p>Potential and significance of effects on quality through direct and indirect discharges of contaminated and sediment-laden run-off</p> <p>Potential and significance of effects on hydrology due to changes in ground permeability, modifications to surface drainage patterns and alterations of water bodies</p>	<p>Increase in percent impervious area on an outlet by outlet (receiving watercourse) basis</p> <p>Percentage of new impervious areas that can be serviced by SWM practices</p> <p>Number and extent of flow diversions as they relate to watercourses and wetlands</p>

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
1.6 Air Quality and Climate Change	1.6.1 Local and regional air quality impacts; greenhouse gas emissions	<p>Comparison of total air contaminant emissions and total greenhouse gas emissions for the various alternatives (Regional Assessment).</p> <p>Route alternatives will also be compared with respect to local community exposure. The approach will be based on emissions and dispersion models.</p>	Each alternative will be evaluated based on the number of sensitive receptors within various exposure intervals (as predicted from modelling), the magnitude of the exposure relative to the relevant provincial / federal thresholds and sensitivity of the receptor (e.g., residence versus a hospital or school).
2.0 Land Use / Socio-Economic Environment			
2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nation Land Claims	Potential and significance of encroachment, severance, displacement to areas for which there are outstanding First Nation land claims	Qualitative assessment of the potential and significance of each route's encroachment, severance and/or displacement to areas for which there are outstanding First Nation land claims.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	2.1.2 Provincial / Federal Land Use Planning Policies/Goals/ Objectives	Degree of compatibility with federal/provincial land use policies/goals/objectives (e.g. the Greenbelt Plan, the Oak Ridges Moraine Plan and the Growth Plan)	Qualitative assessment of each route's compatibility with Provincial and Federal land use policies/goals and objectives.
	2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives	Degree of compatibility with municipal Official Plans	Qualitative assessment of each route's compatibility with municipal land use policies, goals, objectives etc., including Local Municipal Land Use Planning Policies that are Council Adopted but not fully Approved by Upper Tier / Regional Municipalities or the Local Planning Appeal Tribunal
	2.1.4 Development Objectives of Private Property Owners	Potential to isolate property from current/future urban envelope Effect on future land use	Qualitative assessment of each route's compatibility with development plans prepared and submitted to municipalities.
2.2 Land Use – Community	2.2.1 First Nation Reserves	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character / aesthetics; • nuisance effects; • change to access / travel time to First Nations Reserves. 	Qualitative assessment of the potential and significance of each route's impact on First Nations Reserves.
	2.2.2 Indigenous Sacred Areas	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character / aesthetics; • nuisance effects; • change to access / travel time to Indigenous sacred areas. 	Qualitative assessment of the potential and significance of each route's impact on Indigenous sacred areas.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	2.2.3 Urban and Rural Residential Uses and Properties	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to access / travel time; • change to facilities / utilities / services <p>to urban and rural residential areas (residents [owners/tenants] and community groups).</p>	Number of residential dwellings and residential properties directly impacted by each route alternative.
	2.2.4 Commercial/ Industrial Uses and Properties	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to access / travel time; • change to facilities / utilities / services <p>to commercial and industrial areas and agricultural operations (business owners/tenants and customers).</p>	<p>Number of commercial/industrial properties directly impacted by each route alternative.</p> <p>Number of commercial/industrial buildings or infrastructure (parking lots/ stormwater management) directly impacted by each route alternative.</p>
	2.2.5 Recreational Areas and Tourist Attractions	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to access / travel time; • change to facilities / utilities / services 	Number of tourist areas, attractions and recreational facilities directly impacted – golf courses, parks, conservation areas, trails, etc.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		to recreational areas and tourist attractions.	
	2.2.6 Community Facilities / Institutions	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to access / travel time; • change to facilities / utilities / services to community facilities and institutions.	Number of community facilities/institutions directly impacted – schools, places of worship, fairgrounds, cemeteries, etc.
	2.2.7 Municipal Infrastructure and Public Service Facilities	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change to access / travel time; • change to facilities / utilities / services to municipal infrastructure and public service facilities.	Number of municipal infrastructure and public service facilities directly impacted.
2.3 Noise Sensitive Areas (NSA's)	2.3.1 Transportation Noise	Number of noise sensitive areas (NSAs) where there is predicted to be a significant change in sound level (i.e., greater or equal to 5dB) or where the sound levels are predicted to be equal to or greater than 65 dBA.	Each route alternative will be evaluated based on the predicted increase in sound level and the number of affected NSAs. The number of NSAs with increases in the various 5 dB intervals will be determined (i.e. 0 to 5.0 dB, 5.1 to 10 dB, 10.1 to 15.0 dB, etc.). The number of NSAs within each interval band will be multiplied by the average increase in sound level within each range and summed.
2.4 Land Use - Resources	2.4.1 Aboriginal and Treaty Rights and Use of Land and Resources	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; 	Qualitative assessment of the potential and significance of each route's impact on Aboriginal and treaty rights or use of land and

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	for Traditional Purposes	<ul style="list-style-type: none"> • long-term alteration/ disruption; • nuisance effects; • change to access / travel time to Aboriginal and treaty rights or use of land and resources for traditional purposes.	resources for traditional purposes.
	2.4.2 Agriculture / Specialty Crop	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, fragmentation of parcel, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to field / farm access / travel time; • change to facilities / utilities / services; • loss of agricultural facility / farm complex (barns and ancillary buildings) as applicable to the following: <ul style="list-style-type: none"> • Canada Land Inventory Classes 1, 2 and 3 soils • Specialty crops/cropland • Dairy/livestock operations • Field crop operations • High investment agricultural operations • Established agricultural farm communities 	Area of Class 1-3 soils. Impacts to Agricultural Areas as identified in Official Plan Schedules for each Municipality where future land uses remain agricultural (i.e., not where lands are designated for development). Count of farm complexes by relative size, potentially impacted by each route Comment on relative degree of compatibility with property fabric / property fragmentation (parallel to lot lines verses diagonal property crossing) for each route
	2.4.3 Recreation	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; 	Number of properties impacted. Quantitative impact of encroachments, severances and displacements. Qualitative assessment of changes to access/travel time, character and aesthetics and disruption.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		<ul style="list-style-type: none"> • nuisance effects; • change to access / travel time; • change to facilities / utilities / services <p>to parks, designated open space and recreational areas.</p>	
	2.4.4 Aggregate and Mineral Resources	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change to facilities / utilities / services <p>to past (e.g. mine hazards and former mining operations) and current/future extraction of aggregate and mineral resources.</p>	Number of existing or future aggregate resources areas directly impacted.
2.5 Major Utility Transmission Corridors and Pipelines	2.5.1 Major Existing Utility Transmission Corridors and Pipelines	<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change to facilities / utilities / services 	Number of major impacts and qualitative assessment of challenges associated with direct impacts to existing utility transmission corridors and pipelines.
	2.5.2 Major Proposed Utility Transmission Corridors and Pipelines	to major existing and proposed utility transmission corridors and pipelines (e.g. railroads, hydro, gas, oil).	Qualitative assessment of challenges associated with direct impacts to proposed utility transmission corridors and pipelines.
2.6 Contaminated Property and Waste Management		<p>Potential and significance of:</p> <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/disruption; • change to access / travel time; • change to facilities / utilities / services <p>to contaminated property and waste management (e.g. Landfills, Hazardous Waste Sites, "Brownfield" Areas, other known contaminated</p>	<p>Property contamination:</p> <p>Number of potential contaminated properties to be impacted by the project in <i>urban</i> areas:</p> <ul style="list-style-type: none"> - Direct impacts – corridor impacting part or all of property; - Indirect impacts – highway footprint

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		sites, and high-risk contamination areas).	<p>adjacent to all or part of property</p> <p>Number of potential contaminated properties to be impacted by the project in <i>rural</i> areas:</p> <ul style="list-style-type: none"> - Direct impacts – corridor impacting part or all of property; - Indirect impacts – corridor adjacent to all or part of property <p>Waste management:</p> <p>Number of known operating and / or closed waste management facilities (e.g., transfer stations, wastewater treatment plants, waste disposal sites, landfills)</p>
2.7 Landscape Composition	2.7.1 Terrain	Potential and significance of alterations to significant topography, landform and land uses.	<p>Scale and significance of change to terrain and its function:</p> <ul style="list-style-type: none"> • Topographic character • Drainage patterns • Connectivity of recreational uses • Connectivity of greenways and natural features due to landform changes • Land-use patterns
	2.7.2 Vegetation	Potential and significance of impacts of alterations to flora along the corridor and its boundaries. Overall connectivity of greenways and vegetation communities.	<p>Potential and significance of change to vegetation form and function:</p> <ul style="list-style-type: none"> • vegetation stands and masses • vegetation relative to fisheries habitat • rare /significant vegetative species; • impact on vegetative cover relative to forest viability • impact on linear vegetation communities and connections

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	2.7.3 Visual Impacts	Potential and significance of impacts of alterations to the appearance of the landscape when viewed from outside the corridor and its boundaries.	Potential and significance of change to vistas/outlooks for sensitive viewers who are located at key receptor locations: <ul style="list-style-type: none"> • Landscape Absorptivity • Spatial dominance of landscape alterations
	2.7.4 Aesthetics	Potential and significance of impacts of alterations to the aesthetic quality of the project along the corridor and its boundaries.	Potential and significance of change to scenic composition (total aesthetic value of landscape components). Kinesthetic perception of: <ul style="list-style-type: none"> • Form of alignment which conveys sense of landscape integration and compatibility • Impact to potential views and vistas available to the corridor's users
3.0 Cultural Environment			
3.1 Built Heritage and Cultural Heritage Landscapes	3.1.1 Built Heritage Resources (BHR) - <i>These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, listed by local, provincial or federal jurisdictions, or identified as potential Heritage Resources as part of the Environmental Assessment process</i>	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement, property acquisition; • long-term alteration/ disruption; • change in area character/ aesthetics; • temporary vibration related effects to built heritage structures; • permanent obstruction of significant views or vistas; • shadows from any_new proposed structures (i.e. bridges); • audible or atmospheric elements that may lead to impact (i.e. dust particles from construction activity); • nuisance effects; • change to access / travel time; • change to facilities / utilities / services 	Number of identified properties being impacted that are designated under the Ontario Heritage Act (OHA), Listed on municipal Heritage Registers, and identified as part of the MTO EA process which refers to properties pre-screened as having cultural heritage significance potential. Number of identified or potential heritage bridge and culvert structures being impacted. Number of identified and/or potential cultural heritage landscapes, such as agricultural complexes, cemeteries, hedgerows, etc. being impacted.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		to BHRs and Cultural Heritage Landscapes (CHLs) of local, provincial or national cultural heritage value or interest including Ontario Heritage Foundation easements properties.	
	3.1.2 Heritage Bridges <i>- These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.</i>	Potential for destruction or substantial alteration of significant MTO and/or municipal heritage bridges and culvert structures.	
	3.1.3 Cultural Heritage Landscapes (CHL) - <i>These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, listed by local, provincial or federal jurisdictions, or identified as potential Heritage Resources as part of the Environmental Assessment process.</i>	Potential and significance of removal, destruction and/or change to the composition of cultural heritage landscapes and associated features.	
3.2 Archaeology	3.2.1 Pre-Contact and Contact Indigenous	Potential for destruction or disturbance of pre-contact and contact Indigenous	Number of known sites. Total area of archaeological potential.

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
	Archaeological Sites	archaeological sites of extreme local, provincial or national interest.	Presence of sensitive site types, such as villages.
	3.2.2 Historic Euro-Canadian Archaeological Sites	Potential for destruction or disturbance of historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Number of known sites. Sites associated with significant extant heritage features.
	3.2.3 Indigenous Burial Sites	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character / aesthetics; • nuisance effects; • change to access / travel time. to Indigenous burial sites.	Presence of Archaeological sites that may contain burials – <i>i.e.</i> villages
	3.2.4 Cemeteries	Potential and significance of: <ul style="list-style-type: none"> • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance effects; • change to access / travel time; • change to facilities / utilities / services to cemeteries.	Number of cemeteries by site number
4.0 Transportation			
4.1 System Capacity & Efficiency	4.1.1 Movement of People	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	Projected traffic volume diverted from local and regional roads to provincial roads Qualitative assessment of connections to existing and planned urban centres Qualitative assessment of connections to transitway from

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
			urban centres, mobility hubs, and other transit services Route directness, measured as total length from end-to-end (km)
	4.1.2 Movement of Goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and highway performance measures (level of service and travel speed)	Projected truck volumes on GTA West corridor Diversion of truck traffic from local and regional roads to provincial roads Qualitative assessment of connections to existing and planned freight trip generators
	4.1.3 System performance during peak periods	Potential to reduce growth in peak hour travel demand through Transportation Demand Management (TDM) and Transportation Systems Management (TSM) strategies.	Screenline volume / capacity (V/C) Link level of service (LOS), V/C on GTA West corridor and key connecting roads (collectors, arterials, and freeways) Qualitative assessment of demand management strategies and travel demand supportive measures.
4.2 System Reliability / Redundancy		Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions.	Qualitative assessment of redundancy within the transportation network
4.3 Safety	4.3.1 Traffic Safety	Potential to improve traffic safety based on opportunity to reduce traffic volumes and/or congestion on area road network.	Qualitative assessment, considering geometry, Link LOS, V/C on area road network
	4.3.2 Emergency Access	Potential to provide and/or improve emergency access on existing and/or new provincial facilities. Impacts and opportunities to improve emergency access on municipal and regional roads.	Qualitative assessment, considering change in emergency access/routing and mean travel time to hospitals and fire halls in and adjacent to the study area
4.4 Mobility & Accessibility	4.4.1 Modal integration and balance	Potential to improve modal choice and increase transit and other non-auto mode split shares between	Qualitative assessment of connections to transitway from

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
		communities, regions and intermodal facilities at critical screenlines and for highway corridor.	urban centres, mobility hubs, and other transit services
	4.4.2 Linkages to Population and Employment Centres	Potential to improve accessibility to urban growth centres for people and goods movement based on transportation network continuity and connectivity	Qualitative assessment of connections to existing and planned urban centres
	4.4.3 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Study Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (level of service, vehicle to capacity ratio, travel speed)	Qualitative assessment of connections to identified tourism trip generators (i.e. tourism destinations) Link LOS, V/C on GTA West corridor and key connecting roads (collectors, arterials, and freeways)
	4.4.4 Accommodation for pedestrians, cyclists, snowmobiles, and specialized vehicles	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails; and specialized vehicles such as farm equipment in rural agricultural areas	Qualitative assessment of opportunities for accommodation of pedestrians, cyclists, snowmobiles and specialized vehicles at grade separated crossings of the GTA West corridor
4.5 Network Compatibility	4.5.1 Network connectivity	Potential to improve provincial network connectivity within and to/from the Study Area.	Compatibility with Municipal/Regional existing/planned key transportation corridors and potential interchange locations. Impacts to local road network (realignments, service roads, cul-de-sacs). Compatibility and proximity to Municipal/Regional existing/planned transit initiatives, including rail and bus routes and transit stations.
	4.5.2 Flexibility for future expansion	Potential to address future transportation needs beyond the forecasted planning horizons.	Qualitative assessment of opportunities for future expansion of the corridor and potential for future connections to the provincial freeway and transitway network

FACTORS	SUB-FACTORS	CRITERIA	MEASUREMENT
4.6 Engineering	4.6.1 Constructability	Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints	Significant features that may impact construction (including route length, number and lengths of bridges, crossing of/proximity to utilities (i.e., Hydro Corridors, TCPL).
	4.6.2 Compliance with design criteria	Conformity to applicable provincial safety and design standards.	Ability of the route to meet the geometric design standards (i.e. interchange spacing, horizontal and vertical curves).
4.7 Construction Cost		Relative road construction cost, excluding property and engineering costs	Parametric cost estimate – Quantitative construction cost based on unit cost per kilometre of new corridor.
4.8 Traffic Operations		Potential effects on traffic operations due to factors such as design features, private access, and transportation network connections	Qualitative assessment, considering spacing between interchanges; location of and proximity between ramp terminal intersections and adjacent intersections; and impacts to local road network

The project is currently developing the Preliminary Design. Further development of impact assessment and mitigation for the factors outlined above will be integrated into the process and documented in the draft and final EA documentation.

Specific areas within the mandate of Federal jurisdiction are further discussed below.

4.2.1. Fish and Fish Habitat

The Preferred Route will require crossings of watercourses and wetlands within several watersheds which include Sixteen Mile Creek watershed, Credit River watershed, Etobicoke Creek watershed, and Humber River watershed. The Project may impact a total of 95 watercourse features and several small open-water wetlands identified through desktop mapping and field-verified through detailed habitat mapping in 2020, where Permissions to Enter were granted. These watercourse features encompass all distinct branches of watercourses crossed by the Preferred Route, and includes ephemeral, intermittent and permanent systems that either indirectly, or directly support fish habitat, to ensure compliance with the federal *Fisheries Act* and the Fisheries and Oceans Canada (DFO) Fish and Fish Habitat Protection Policy Statement, August 2019. Led by a Fisheries Assessment Specialist, fisheries assessments will be undertaken in accordance with the Pilot MTO/DFO/MNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (Fisheries Protocol) and the Interim MTO Environmental Guide for Fisheries (Fish Guide). The Fisheries Protocol was developed jointly by the ministry, DFO, and Ministry of Natural Resources and Forestry (MNRF)

to “facilitate a collaborative approach in increasing certainty, consistency, efficiency and effectiveness in providing for the protection of fish and fish habitat on provincial transportation undertakings in the Province of Ontario through the implementation of federal and provincial legislation, regulations, policies and programs”. The Fish Guide provides the direction, guidance, and documentation with respect to meeting each step of the Fisheries Protocol and ultimately, to determine whether a project is likely to cause the death of fish or harmful alteration, disruption, or destruction (HADD) of fish habitat.

The four (4) prominent watercourses that require new crossing structures include the Credit River, Main Humber River, as well as the West and East Humber Rivers. Other smaller features may require appropriate crossing designs and potential realignments based on sensitivities and habitat functions. During Preliminary Design, environmental effects and the proposed mitigation measures at the proposed crossing locations will be appropriately reviewed and considered. This will involve review and consultation with key technical agencies, particularly MECP and the local Conservation Authorities. Fisheries and Oceans Canada (DFO) was introduced to the Project during a technical agency meeting held on January 30, 2020, where Rick Kiriluk, Fish Habitat Biologist at DFO was in attendance. DFO stated during the meeting that a staff member will not be assigned to this project until a Request for a Review is submitted during the Detail Design stage.

Based on habitat function and sensitivities, it is anticipated that crossing locations can be designed to maintain fish passage, minimize and/or avoid in-water footprint impacts, where possible, and suitable mitigation measures recommended to manage the potential for impacts to fish and fish habitat.

Mitigation approaches that will be considered include:

- Reduce the potential for permanent footprint impacts below the high water level;
- Recommend effective measures to reduce the potential for disturbance and sedimentation;
- Recommend that construction occur within the applicable in-water timing window;
- Minimize riparian vegetation impacts; and,
- Design structures to accommodate fish passage, hydraulic, erosion and meander characteristics.

It is anticipated that regulatory standards will be achieved through Project design and that site-specific design measures and standard mitigation measures will minimize and/or avoid, where possible, potential for adverse impacts on fish and fish habitat. In those instances where avoidance and/or minimization cannot effectively negate negative effects on fish and fish habitat (i.e. realignments of watercourses to avoid long and skewed enclosed structures), the Project Team will review offsetting principles that will improve existing conditions and that will simulate natural channel function to the extent possible. Further review and refinement may be required during later stages of the Project (i.e. Detail Design and/or design build). Where MTO determines, based on the outcome of the fisheries assessment, that proposed project activities are likely to cause HADD, and/or where federally listed aquatic SAR are present, MTO shall refer the Project to DFO, requesting a project review under the fish and fish habitat protection provisions of the *Fisheries Act* and under the SARA (if applicable) during the Detail Design and/or design build phase of the project.

4.2.2. Species at Risk

Various Species at Risk (SAR) and their habitats were confirmed within the GTA West Study Area as part of the field investigations conducted for this Project. Some of these species include Bobolink, Eastern Meadowlark, Bank Swallow, Wood Thrush, Western Chorus Frog, Rapids Clubtail, Redside Dace, Silver Shiner, American Eel, and Butternut. SAR bats including Little Brown Myotis, Northern Myotis, Small-footed Myotis and Tri-coloured Bat also have the potential to occur within the area; habitat for these species is likely present within forested communities identified within the proposed alignment.

The Project Team is currently in the process of identifying potential impacts to known and candidate Species at Risk for various Preliminary Design alternatives to determine Endangered Species Act (ESA) and Species at Risk Act (SARA) permitting implications. At this time, impacts to confirmed and candidate SAR habitats are anticipated as a result of the proposed alignment; however, it is anticipated that many of these impacts can be mitigated through appropriate design modifications and compensatory measures.

Early consultation with the MECP has been initiated to determine permitting requirements for Rapids Clubtail which was confirmed within the Main Humber River and associated riparian communities. It is anticipated that many federally designated species will be managed through ESA permitting requirements which will be determined at the detailed design stage. As the project continues through this phase and the next, the list of species up-listed or de-listed under both the provincial and federal legislation policies will be reviewed as it relates to potential impacts.

4.2.3. Migratory Birds

The Project will require the removal of trees, shrubs and groundcover in a variety of habitat types that support migratory birds, including forests, valleylands, wetlands, cultural thickets, and meadows. Through the evaluation of alternative routes and the refinement of a Preliminary Design for the Technically Preferred Route efforts have been made to avoid the habitat of migratory birds and other wildlife. As the Project proceeds through the design stage, project ecologists will provide design-specific recommendations for avoidance and mitigation with respect to migratory bird habitat considering all life stages.

In order to remain in compliance with the *Migratory Birds Convention Act*, recommendations will be made that any vegetation removal that may be required takes place outside of the breeding bird season for this region (April 1 to August 31). Further recommendations will be made that this timing restriction is to be included in future contract specifications for the project and is to be monitored by a qualified ecologist.

If the breeding bird season cannot be avoided, nest searches may be completed during the nesting period (April 1st to August 31st) by a qualified ecologist within 'simple habitats' (ECC-CWS, 2017). Simple habitats refer to habitats that contain few likely nesting spots such as: an urban park, a vacant lot, a bridge, tower, or building, etc.

As part of the development of mitigation and compensation plans, opportunities will be explored with respect to enhancing and creating supporting migratory bird habitat during the Detail Design stage.

With the implementation of the appropriate mitigation measures including avoidance timing windows, no permits are anticipated under the *Migratory Birds Convention Act, 1994*.

4.2.4. Navigation Protection

As part of the Preliminary Design, the Ministry will consider the legislative requirements and consult with Transport Canada under the *Canadian Navigable Waters Act* (CNWA) as applicable. There are no currently Scheduled Waterways per Paragraph 5(1)(b) and subsections 10(1) and (2) and 29(1) to (3), Part 2 “Rivers and Riverines” of CNWA. This will be reviewed and verified as the study progresses. For navigable waterways not listed, the CNWA requires that proponents issue a public notice and provide information about proposed works (except for minor works) on all navigable waters. For navigable waterways not listed Major Works may require a permit under the CNWA.

There are currently no scheduled waterways, however this will be reviewed again in Detail Design and the Preliminary Design will address requirements for navigation when designing bridge crossings.

Pending detailed design, consultation with TC would be explored. If approval and/or permits are required, the appropriate approval package will be submitted.

4.2.5. Human Health

The air quality and greenhouse gas impact assessment for Preliminary Design of the Preferred Route will follow the MTO’s Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) (Air Guide). MTO’s air quality impact assessment predicts the cumulative concentration of various contaminants of concern due to the operation of the project using a combination of historical background concentrations in the vicinity of the project and air emissions/dispersion modeling and compares to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Details of this methodology and air quality mitigation options such as vegetation are discussed further in MTO’s Air Guide.

The noise impact assessment for Preliminary Design of the Preferred Route is undertaken according to MTO’s *Environmental Guide for Noise (October 2006) (Noise Guide)* and can be referred to for details. Noise mitigation consideration is given to receptors that experience an increase in noise levels compared to the “No-build” alternative or predicted noise levels are over a threshold. For noise mitigation to be warranted, it must meet MTO’s technical, economic and administrative feasibility criteria as defined in MTO’s Noise Guide. Noise mitigation options during construction considers the type/operation of equipment, hours of operation or proximity of equipment to Noise Sensitive Areas (NSAs). The technical and economic feasibility of various alternatives of noise mitigation options such as timing constraints, setback distances, quieter alternatives are evaluated prior to selection of a noise mitigation option. Further details are available in MTO’s Noise Guide.

The Ministry may undertake a Human Health Impact Assessment (HHIA) based on the findings from a human health impact scoping report. A developed HHI Scoping Report will provide input for the Preferred Route from

a human health perspective. The HHI Scoping Report informs the need for a broader project-level health assessment exploring the project impact on socio-economic valued components within the study area.

A Human Health Risk Assessment (HHRA) or Screening-level Human Health Risk Assessment (SLHHRA) may be developed based on the findings from the Air Quality Impact Assessment (AQIA).

If provincial or federal ambient air quality standards are exceeded or are of significant project and stakeholder concern, a HHRA or SLHHRA will provide further detail on the biophysical project impacts on human health.

A compiled human health report may be constructed utilizing a determinants of health approach and a human health impact assessment framework. Recommendations from the human health study will be taken into consideration by the project team, including mitigation and program follow-up options that may enhance beneficial impacts or reduce adverse impacts of the project.

With respect to water quality, based on the secondary source information reviewed and documented as part of groundwater assessment analysis for the GTA West project, there are no municipal supply wells or surface water intakes located within the Preferred Route. There are no Surface Water Intake Protection Zones (IPZ) in relation to municipal wells or a surface water intake in the preferred corridor. The Preferred Route traverses the Wellhead Protection Area (WHPA) "D" of the municipal well in Kleinburg, the least sensitive WHPA. This represents a low concern to the project. In addition, there are Highly Vulnerable Aquifers (HVA) and Significant Groundwater Recharge Areas (SGRA) within the Preferred Route.

A review of the MECP Source Protection Information Atlas, surficial geology mapping and review of source water protection policies indicates that there are no significant threats identified for the WHPAs, HVAs and SGRAs present within the preferred corridor. Therefore, the proposed highway construction and operation will not pose significant drinking water threats in the vulnerable areas, with the exception of application of commercial fertilizer in the areas where managed land is present within the Credit Valley Source Protection Area (CVSPA), in the west section. The application of commercial fertilizer is considered as a moderate threat. The MTO will apply current best management practices to minimize threats from these activities by way of adherence to MTO plans and policies, the use of special contract provisions, and contract oversight and monitoring.

The above interpretation will be confirmed during the study including through completion of water well assessments at the Preliminary Design stage of the project and water well surveys to be completed at the Detail Design stage of the project.

In addition, the project will address stormwater and drainage through the development of a Stormwater Management Plan based on modelling of the proposed conditions; comparing to the existing conditions to determine the overall impact. Based on the level of impact, the accepted stormwater management measures will be proposed for mitigation, including, but not be limited to: stormwater management ponds, enhanced swales, bio-swales and treatment train type of facilities.

4.2.6. Indigenous Peoples of Canada

The ongoing environmental assessment will identify potential impacts of the Preferred Route and associated mitigation measures to the natural, socio-economic and cultural environments, including potential adverse impacts to Aboriginal and treaty rights and the Indigenous peoples of Canada. The GTA West Team is engaging and consulting with the following Indigenous Communities:

- Mississaugas of the Credit First Nation
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Beausoleil First Nation
- Six Nations of the Grand River Territory First Nation (Elected Council and Haudenosaunee Confederacy Chiefs Council)
- Huron-Wendat Nation (regarding archaeological resources only)
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario

Indigenous communities are being consulted to obtain feedback on the ongoing environmental assessment work for the project, including potential impacts as well as proposed mitigation measures. The Ministry has received comments from Indigenous communities as outlined in Section 6 of the attached document.

In the project corridor lands have been taken up by private or commercial landowners, which limits the potential of these lands to be used for traditional purposes. To the extent that Permission to Enter (PTE) is received, the impacts to existing flora and fauna as well as groundwater will be assessed during the preliminary design phase of this Individual Environmental Assessment (IEA), and appropriate mitigation measures will be developed as a result. Potential adverse impacts to traditional land uses as a result of the project, beyond the specific footprint of the project will be considered including impacts to upstream or downstream fishing, etc. Further work will be conducted to complete these studies during the detail design phase which is not currently funded.

Stage 1 Archaeological Assessment has currently been completed during the Route Planning Phase, but will be updated in 2021. Stage 2 Archaeological Assessments will be conducted dependent on receiving Permission to Enter (PTE) properties and field conditions starting in the 2021 field season. Stage 2 Archaeological Assessment reports will be provided to potentially impacted Indigenous communities, with opportunities given to participate in the archaeological assessments via community field liaisons, pending the approval of provincial funding, and/or presentation(s) to review the results.

Should archaeological resources be identified as part of the Stage 2 archaeological assessment work, avoidance and protection of sites is always the preferred approach as per the MHSTCI Standards and Guidelines. All findings will be shared with potentially impacted Indigenous communities, and Indigenous

communities would be consulted in developing a strategy to avoid or mitigate impacts to Indigenous archaeological resources.

Stage 3 and 4 archaeological assessments are not currently part of the preliminary design scope of work and will likely be undertaken at later stages of the study as required.

A Cultural Heritage Assessment Report (CHAR) will be completed during the preliminary design phase to document existing conditions and next steps for determining any potential impacts to physical and cultural heritage; any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, and the requirement to complete Cultural Heritage Evaluation Reports (CHERs) and Heritage Impact Assessment (HIAs) for various heritage features that have been identified. Documents will be provided to Indigenous peoples upon request. Completion of work is dependent on receiving PTE. Further work will be conducted to complete these studies during the detail design phase which is not currently funded.

As a representative of the provincial Crown, MTO is committed to fulfilling the duty to consult, and accommodate as appropriate, with respect to the potential adverse impacts of the project on established or credibly asserted Aboriginal and treaty rights for the project. The Project Team is committed to an open and transparent process that provides opportunities for all potentially adversely impacted Indigenous communities to help shape the outcome of the project and mitigate adverse impacts to their Aboriginal and treaty rights. MTO recognizes that consultation with Indigenous communities is not a one-time conversation, but is instead an ongoing process over the lifespan of a project, from the planning phase through to construction and maintenance. It is convenient to use the production of reports at key decision points as a basis for consultation. While at the time of responding to the IAAC request, these reports have not been defined with certainty, at a minimum, MTO will consult with Indigenous communities at key milestones of the project.

Consultation and engagement with Indigenous Communities has and will continue to include open and transparent discussion throughout the project, specifically related to impacts to physical and cultural heritage; current use of lands and resources for traditional purposes; structures, sites or things of historical, archaeological, paleontological or architectural significance, as well as adverse impacts to Aboriginal and treaty rights (e.g. rights to hunt, fish, trap, gather and potential rights to title).

The project has the potential to impact Aboriginal and treaty rights, specifically in relation to hunting, fishing and trapping. Potential impacts are related to temporary construction activities as well as permanent impacts. The purpose of the EA is to determine the existing conditions within the proposed highway right of way including fish and fish habitat, terrestrial ecosystems including wildlife, vegetation, species at risk as well as groundwater, etc. Now that a Preferred Route has been selected the Preliminary Design activities occurring concurrently with the EA include activities such as field work and analysis that will be completed to determine potential impacts, during construction and permanently, and will inform the mitigation measures to address these potential impacts. Completion of field work and impact assessment are dependent on receiving Permission to Enter (PTE) properties and therefore impact assessment in certain locations may be undertaken in later phases of the study such as the detail design phase.

The communities that have been engaged to date have indicated a few common concerns noted in Section 6, Table 6-1 including impacts to watercourses, fish and fish habitat, terrestrial ecosystems, designated areas, species at risk, wildlife crossings, groundwater and source water protection. These concerns and how MTO will address them are detailed in Table 6-1.

Under the current IEA, engagement and consultation with Indigenous communities has taken place and will continue throughout the project lifecycle, via meetings, community information sessions as requested, to present material and reports, receive feedback and listen to concerns regarding the project impacts to communities Aboriginal and treaty rights.

The consultation plan is focused around three key study milestones:

- The first is generating the long list and short list of route alternatives (completed)
- The second is selection of the Technically Preferred Route (completed)
- The third is preliminary design of the Technically Preferred Route (anticipated in late 2021/early 2022)

A Community Value Plan (CVP) will be developed to recommend design elements that reflect the social, cultural, historical and environmental interests of Indigenous communities, such as:

- Commemoration of archaeological / heritage sites
- Landscaping
- Trails, including plaques and signage
- Wildlife crossings
- Artistic elements at gateways and bridges

Meetings with Indigenous communities will include discussions to assist in the development of a Community Value Plan (CVP).

During this route planning and preliminary stage of the project, MTO has and will continue to engage and consult Indigenous communities to determine interests, impacts and future participation in project planning and the environmental assessment. The various ways in which MTO has engaged/consulted with Indigenous communities are described below in Section 6. Engagement and consultation will continue as project planning and design advances, and through engagement and consultation, MTO will continue to address potential concerns and mitigate potential impacts to Indigenous communities, including adverse impacts on Aboriginal and treaty rights. Engagement and consultation will continue throughout all phases of the project as described in Section 6.

4.2.7. Safety

Safety is and will continue to be the top priority for the design, construction and operation of the provincial highway network in Ontario.

The geometric design for all roads is being designed in accordance with the key standards and manuals listed below, and if there is any conflict, ambiguity or inconsistency between the criteria contained in the standards

and manuals, the following applies in descending order of precedence to the extent necessary to resolve the conflict:

- Safety Standards Manual for New Rural Freeways, Highway Design Office, February 2002;
- Geometric Design Guide for Canadian Roads (TAC);
- Design Supplement for TAC Geometric Design Guide (MTO);
- Roadside Design Manual, May 2020 (MTO);
- PCC Guidelines (MTO);
- Accessibility for Ontarians with Disabilities Act (AODA) and Ontario Regulation 413/12; and
- The applicable Ministry Directives, Drawings, and Design Bulletins.

Roadside Safety Review

A comprehensive Highway Safety Review will be conducted for existing highways and roads within the project limits, along with site investigations and reviews to justify any recommended roadside safety requirements. The studies will include a review of the need for guiderail and associated treatments, and shoulder rumble strips within the project limits. The latest Ministry standards including the Roadside Safety Design Manual – December 2017 and the Operational Performance Review (OPR) Guidelines – April 2015 will be utilized to assist in determining whether or not safety improvements should be implemented.

All roadside hazards throughout the project limits will be reviewed and analyzed and recommendations provided for adequate mitigation measures in conformance with Ministry's standards and Regional practices. The review shall include, but not be limited to, an analysis and inventory of the types and offsets of existing poles, culverts, signs, rock cuts, guide rail and barriers installations, and associated end treatments, etc., within the right-of-way.

Elimination of guide rail through slope flattening shall be the preferred method of disposing of excess material. Remedial measures to address roadside hazard conditions shall be recommended. The recommendation shall include cost estimates with benefit/cost analysis. All recommendations shall be in accordance with Ministry standards, Regional practices and the American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide. A Roadside Safety Review/Analysis Report shall be submitted to the Regional Traffic Section for review and comments prior to finalizing.

Collision Analysis

A comprehensive review of collision experience records, including collision reports and document findings will be undertaken for existing highways and roadways where interchanges are planned. Collision trends and/or collision prone locations shall be identified and documented. For collision trends and/or operational problem locations, the potential cause(s) or contributing factors to the collisions will be identified, and an analysis will be undertaken to provide recommendations of potential corrective alternatives/measures. The analysis shall be completed using the Highway Element Investment Review (HEIR) Guidelines and Ministry standards. A benefit/cost analysis and collision modification factors (CMF) shall be discussed for each location.

Safety Improvement Benefit/Cost Review

A Safety Improvement Benefit/Cost Review will be undertaken to assess the safety benefits of proposed highway Improvements within the project limits utilizing the MTO Economic Analysis Tool and applying MTO CMF Manual (Crash Modification Factor) and Highway Safety Manual methodology with available data, provided by the ministry to evaluate alternative countermeasures within the context of the project.

Traffic Management Plan

A Preliminary Traffic Management Plan shall be prepared which will:

- Determine the impact of any staging schemes for the safe and efficient movement of traffic;
- Ascertain in the selection of preliminary staging schemes that will safely and adequately facilitate efficient operations without creating undue delay to the travelling public; and
- Confirm in proposing methods to inform the travelling public, emergency response agencies and other stakeholders of the potential impacts of staging/detour.

Existing shoulder, transverse and/or longitudinal rumble strips within the project limits shall be reviewed and recommendations concerning their continued use will be confirmed by performing a benefit/cost analysis. The need for additional shoulder, transverse and/or longitudinal rumble strips shall be reviewed and recommendations concerning their use will be determined by utilizing a benefit/cost analysis.

Operational Performance Review

A comprehensive Operational Performance Review will be conducted. The analysis will be completed applying the Ministry's Guidelines for Operational Performance Reviews and Ministry standards. The Operational Performance Review Report will be incorporated into the overall Traffic Operations and Safety Report.

Recommendations for any required operational and safety improvements will be identified. Existing geometrics (addition of thru lanes / auxiliary lanes / HOV Lanes), safety and operations of all public and private road intersections as well as at all residential and commercial entrances/accesses will be reviewed to determine the impacts of any improvements to existing and proposed highway/freeway on local roads as well as all affected properties. Impacts to pedestrians and cyclists shall also be reviewed.

Sight distances at all connecting highways, intersecting roads, ramps and residential and commercial entrances/accesses will be field measured to determine what improvements are required to meet the design speed of the highway.

Recommendations will incorporate Human Factors improvements, taking into consideration the Highway Safety Manual and the Ontario Traffic Manuals. This shall apply to existing, new, and/or improved intersections/highways/freeways/corridors. A completed report will be prepared, including all highway network elements.

All intersections and entrances/accesses with a high incidence of collisions will be identified, along with geometric features such as the intersection angle, sight distance, alignment, width and turning radii or any other geometrics that do not conform to Ministry standards and the Commercial Site Access Policy and Standards Manual.

Alternative options to correct the deficiencies will be formulated, all impacts and benefit/cost of each of the options will be detailed, and a recommended course of action will be provided.

4.2.8. Aesthetics and Local Recreation

No permanent negative or cumulative impacts to aesthetics and local recreation associated with project construction are anticipated at this time. Project construction-related changes to aesthetics (visual characteristics) and local recreation are of a temporary nature and will be mitigated through typical construction screening measures. Mitigation measures will be refined once anticipated impacts are known and presented to the public at the Detailed Design stage.

To address potential long-term impacts, MTO is also undertaking the Community Value Plan (CVP) process which will consider public input into the design of the new multimodal transportation corridor. The CVP process takes a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility. The CVP will include aesthetic improvements and consideration for the preservation and enhancement of local recreation opportunities (i.e. the Humber Valley Heritage Trail) along the corridor, among other factors identified as having value by the CVP participants, made up of interested local citizens. This guiding document and associated plans are being developed to ensure that a multitude of factors, ranging from ecological preservation and wildlife habitat corridors, to preservation of existing trails, and architectural enhancements have been considered and incorporated along the corridor, where feasible. By taking direct input and feedback from local community members on what they value, this plan will also be refined to consider preservation of important features, such as trails and ecologically significant features, and provide aesthetic enhancements such as enhanced landscape plantings. Indigenous communities are being provided with the opportunities to participate in the development of the CVP (refer to Table 6-1).

The GTA West and associated transitway will result in the introduction of new highway interchanges, transit stations, bridges and other permanent structures. These public-facing elements of the project are being designed in accordance with the CVP, which will consider potential architectural treatments such as designs of abutments and bridges that can reflect the cultural heritage of the community, contributing to sense of place and wayfinding.

Communities that are in close proximity to the GTA West corridor could also benefit from a variety of potential buffering options, including rural buffer planting, visual screens and enhanced landscaping, reducing visibility to the proposed highway.

4.2.9. Cumulative Effects

The project would consider MECP's Code of Practice "Preparing and Reviewing Environmental Assessments in Ontario" which encourages proponents to consider potential cumulative effects of the project in combination with past, present and reasonably foreseeable future activities where possible. Cumulative effects assessment would include consideration of environmental, social, health and economic effects.

Stage 1 of the Environmental Assessment (EA) focused on taking a broad look at the transportation needs in the western Greater Toronto Area (GTA) and thus as part of this process, the Stage 1 Project Team identified a number of transportation problems and opportunities and considered a range of potential multi-modal transportation solutions to address the problems and opportunities identified. This approach integrated the consideration of cumulative effects of significant new or improved transportation infrastructure by various proponents within a large geographical area of the Western GTA and temporally over a long planning horizon to 2031 and beyond.

The need for the GTA West Study remains and is reinforced by the Greater Golden Horseshoe population and employment growth forecasts, reflecting more people and jobs by 2051.

The Ministry is working closely with the municipalities in the study area to understand municipal development and ensure that the GTA West Study aligns with municipal infrastructure to minimize potential impacts to surrounding land use, private property and the travelling public.

The environmental studies being undertaken as part of Preliminary Design include documenting existing conditions to minimize potential impacts to the natural, socio-economic and cultural environments.

4.2.10. Municipal Settlement and Employment Area Boundaries

Regarding potential expansion of municipal settlement and employment area boundaries in the vicinity of the project, the proposed GTA West Corridor is responding to the need to accommodate planned population and employment growth identified in the Growth Plan for the Greater Golden Horseshoe (2020). The GTA West Transportation Corridor is not creating a need or opportunity to expand municipal boundaries.

The Growth Plan for the Greater Golden Horseshoe (2020) informs and directs municipal land-use planning. Municipal Official Plans are required to conform to the Growth Plan. Potential expansions of municipal settlement and employment areas are driven by conformance with this plan and restricted by provisions in the Ontario Greenbelt Plan (2017) and Ontario Provincial Policy Statement (2020). The GTA West Corridor supports the provincial population and employment growth forecasted in the Growth Plan for the Greater Golden Horseshoe (2020).

Many major urban areas like the GTA have suffered from a planning perspective because historically major infrastructure projects have not been planned well in advance of development. For example, north-west Brampton (Heritage Heights) cannot develop until a major transportation link to a Provincial highway is established. So, while the future land use has been approved at a preliminary level, there remains a need to determine how to move people and goods in and out of the area.

The Province of Ontario has taken major steps to limit urban sprawl. However, increasing minimum densities in the urban areas and significant investments in public transit (e.g. The Big Move) cannot address all of the need to provide transportation options in the future. We face unprecedented growth in the GTA. Conditions change over time. For example, COVID may slow the demand for commuting but will increase the demand for 'just in time delivery' for retail goods and manufacturing. Artificial Intelligence may enable vehicles to operate with greater efficiency on our existing transportation corridors. However, society and the economy need to plan for transportation options required to respond to these changes.

4.2.11. Co-Location of Hydro Transmission Corridor

The Ontario Provincial Policy Statement (2020), promotes the co-location of linear infrastructure. The Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO) are undertaking a separate project – the Northwest GTA Transmission Corridor Identification Study, proposing a new linear hydro transmission corridor in the vicinity of the proposed GTA West Transportation Corridor. This approach supports Provincial Policy and mitigates cumulative effects to the region through co-location. The two projects are independent of each other, following separate processes, and while the transmission corridor project is proceeding in coordination with the proposed development of the GTA West Transportation Corridor, the need for potential transmission is not reliant on, or triggered by, the GTA West Transportation Corridor.

4.2.12. Federal Land and Land Outside Canada

The Preferred Route could potentially impact lands owned by the Canadian Broadcasting Corporation (CBC) at 7524 Auburn Road, Milton ON. This potential impact was brought to the attention of the project team after confirming the Preferred Route in August 2020. Although the property is not directly impacted by the Preferred Route, the property falls partially within the 2020 Focused Analysis Area, and therefore could potentially be impacted by refinements to the multimodal transportation or ancillary uses identified during the Preliminary Design stage. The project team is in contact with CBC.

There will be no potential adverse effects on lands outside Canada. As described in Section 1, the Project is situated solely within the within the Regional Municipality of Halton, Regional Municipality of Peel and the Regional Municipality of York, in the Province of Ontario, Canada.

4.2.13. Potential Adverse Direct or Incidental Effects

If federal funding to facilitate Project implementation is obtained, the potential adverse direct or incidental effects associated with the Project would be directly linked or necessarily incidental to a federal authority's provision of financial assistance that would enable the carrying out of the Project, in whole or in part. These potential effects are well-understood and readily mitigatable.

4.2.14. Federal Funding

There is no current proposal for federal funding of this project at this time.

5. CONSULTATION AND ENGAGEMENT

Request 3 Q6.a) Describe the steps that you have taken to engage the public, and any steps that you will take for engagement during all phases of the Project.

b) Indicate whether you are aware of public concerns in relation to the Project. If yes, provide an overview of the issues, including those raised in the enclosed letter, and indicate in general terms how you intend to address these matters.

5.1. SUMMARY OF CONSULTATION UNDERTAKEN DURING THE PREPARATION OF THE TERMS OF REFERENCE

This study is being undertaken as an Individual EA in accordance with the OEAA. Prior to preparing an Individual EA, the Act requires that a proponent prepare a Terms of Reference (ToR). The ToR is a document that provides a framework to guide the preparation of the EA and requires approval by the Minister. This section provides a brief overview of the consultation undertaken by MTO and the results of the consultations in preparation of the ToR.

The GTA West Corridor Planning and EA Study was initiated in January 2007, with notices published in newspapers across the Preliminary Study Area. This activity was designed to encourage early identification of issues, provide extensive opportunities to participate in the study and foster input into the ToR. Soon after the study commencement notification, potentially affected regulatory agencies and municipalities were invited to participate on a Regulatory Agency Advisory Group and Municipal Advisory Group respectively. Meetings were held with both advisory groups prior to the release of the draft ToR to provide an overview of the study, the role of the ToR, the general content and the anticipated consultation plan for the document. In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups etc.) was developed in consultation with the local municipalities.

The draft ToR was released for public and agency review on March 15, 2007 with a deadline for comments of May 18, 2007. During this 9-week pre-submission review period, the Project Team met with local municipal councils and committees, Indigenous communities, and held four Public Information Centres (PICs) across the Preliminary Study Area in mid to late April. The consultation program was flexible to permit requests for additional presentations, meetings or PICs. At the request of Caledon Council, the Project Team arranged an additional PIC in the Town of Caledon on May 8, 2007. In addition, the Project Team accommodated all nine requests for presentations from the Niagara Escarpment Commission, municipal councils and committees. All comments received during this stage of the EA, from the general public, interest groups, Indigenous communities, agencies and municipalities were addressed by the Project Team. The revised ToR submitted to the Minister of the Environment was a reflection of this consultation effort.

A list of stakeholders consulted in the preparation of the Terms of Reference are included in Appendix A of the Terms of Reference Consultation Record, which is available on the project website at: <https://www.gta-west.com/wp-content/uploads/2019/09/Terms-of-Reference-Consultation-Record.pdf>. A comprehensive list of

agency / municipal comments submitted in the preparation of the ToR, and the associated responses provided by the Project Team, are included in Appendix B. A list of responses to Indigenous community comments received during the preparation of the ToR, are included in Appendix C. Public and interest group comments submitted, summarized and organized by theme, are included in Appendix D, with the corresponding response that was generally provided.

5.2. SUMMARY OF CONSULTATION UNDERTAKEN DURING STAGE 1 OF THE STUDY

An extensive consultation program was undertaken to support the development of the Transportation Development Strategy (TDS). The consultation program was designed to address the requirements of the OEAA and the approved EA Terms of Reference (ToR) for this project.

Those consulted included the general public, local community and interest groups, Federal and Provincial ministries and agencies, upper and lower-tier municipalities (including staff, Regional Councils, lower tier Councils upon request) and Indigenous communities. Early and ongoing engagement with these groups provided the Project Team with a broad range of perspectives and viewpoints and has aided in the development and refinement of the TDS.

Stakeholders were able to choose their level of involvement in the project from one or more of the following options, as appropriate:

- Study website (www.gta-west.com).
- Notices, reports information session.
- Public Information Centres (4 rounds of PICs).
- Community Advisory Group (7 CAG meetings), Interest Group, and community meetings.
- Government and agency meetings included:
 - Municipal Advisory Group meetings (5 MAG meetings).
 - Regulatory Agency Advisory Group meetings (5 RAAG Meetings).
 - Upper and lower-tier Council/Committee workshops and presentations.
 - Individual municipal, provincial agency, Federal agency and Technical Workshops and meetings.
- Transportation Service Providers and Business and Commercial Stakeholder meetings.
- Indigenous community meetings.
 - During the development of the draft TOR, MTO identified First Nations that may have an interest in the preliminary study area. Based on this review, MTO initiated contact with Six Nations of the Grand River Territory First Nation, Haudenosaunee Development Institute, Mississaugas of the Credit First Nation, and Kawartha Nishnawbe First Nation.
- Contacting the Project Team directly via mail, e-mail, phone or fax.

The following is a general summary of comments received on the draft TDS Report:

- General support for the various improvements recommended. Widespread acknowledgement of the need to improve road capacity and transportation connections throughout the study area.
- Inquiries about study process and start of construction.

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- Inquiries about specific property impacts and proximity issues associated with a new transportation corridor.
 - Inquiries about the property acquisition process and compensation for potential impacts to property values.
 - General questions about corridor protection methods to be utilized in the future, and particularly if development lands will be frozen.
 - Concerns regarding the environmental impacts of a new transportation corridor.
 - Specific concerns associated with potential effects on the Greenbelt.
 - Concerns regarding potential impacts to agricultural lands.
 - General questions about the need for a new transportation corridor, particularly in the Halton area.

Full documentation of the Stage 1 consultation can be found on the project website in the background materials section (<https://www.gta-west.com/background-materials/>). A copy of the TDS can also be found at this location on the project website.

5.3. APPROACH TO CONSULTATION – STAGE 2 OF THE STUDY (CURRENT STUDY)

The overarching objective of the consultation program of this study is to actively engage all stakeholders in shaping the outcome of the study. Our consultation program was developed and continues to evolve to achieve the following objectives:

- Maximize public awareness and participation through the use of a combination of innovative and proven methods.
- Ensure that people have every opportunity to understand the vital importance of this initiative and see value in it — and to promote/encourage extensive participation in the process.
- Meaningfully engage the public and stakeholders, provide opportunities for input in a timely manner, and gather input and perspective to be used through all stages of the project.
- Educate and promote understanding of sometimes complex concepts and analysis.
- Show how input received has affected the project and provide compelling rationales for all decisions and recommendations.
- Foster an environment that is conducive to substantive dialogue: a respectful, informed and productive discussion of the salient issues (ensure a common understanding of the initiative and that people have the right information).
- Inspire confidence in the project implementation and management.
- Present a well-integrated and seamless project progression that ensures consistency of word and action, demonstrates positive momentum and minimizes contentious issues.
- Establish and reinforce realistic expectations regarding what is feasible — both in terms of what can be delivered and the timelines for it.

In order to meet the objectives noted above, the Project Team has been undertaking the following:

- Providing stakeholders with access to study information in a timely manner that enables them to provide input and participate in a meaningful way.
- Engaging the broader community and giving consideration to all input and differing points of view.

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- Promoting a cooperative and productive consultation environment that recognizes the value of dialogue and accepts that everyone may not agree with every decision.
 - Proactively anticipating consultation requirements to address foreseeable issues as they arise.
 - Being responsive and flexible in the consultation approach to accommodate stakeholders needs through addition or modification of consultation opportunities and forums.

The Project Team is engaging stakeholders in a cooperative manner, providing information in a timely manner, and being responsive to the consultation approach through a variety of consultation and engagement methods, advisory groups and meetings. These include Ontario Government Notices, Public Information Centres, Community Workshops and Community Value Plan Team meetings, project website, project Twitter account, toll-free telephone line, project team e-mail address, fact sheets and bulletins, Advisory Group meetings, Council presentations, meetings with municipal staff (workshops and issue specific meetings), meetings with technical stakeholders (workshops and issue specific meetings), meetings with other interested parties upon request (property owners and other members of the public, developers, etc.), the Permission to Enter program, and engagement and consultation with Indigenous communities (at project milestones and anytime during the study upon request). Beyond the engagement and consultation methods noted above, the Project Team is open to meeting with stakeholders at any time during the study, upon request.

This study is being undertaken in accordance with the GTA West Corridor Environmental Assessment Terms of Reference (ToR) approved by the Ontario Minister of the Environment on March 4, 2008, and the Individual EA process required by the OEAA, RSO 1990. These requirements have been incorporated into the consultation program. Recognizing that the ToR is a starting point for consultation and stakeholder engagement, the program builds on the consultation vision and requirements identified in the ToR as well as the consultation program established during Stage 1 of the EA. Although input from stakeholders is encouraged at any time during the study, key consultation activities for Stage 2 of this EA study are structured around the following study phases:

- Identification of Study Area Features, and Generation of Route Alternatives.
- Assessment/Evaluation of Route Alternatives and Selection of a Preferred Route.
- Preliminary Design and Mitigation of the Preferred Route.

The following provides clarification to terminology used in the subsequent sections. The 'Draft Technically Preferred Route' that was presented at Public Information Centre #2 for review and comment was the GTA West Project Team's recommended route for the GTA West multimodal transportation corridor. It was 'Technically Preferred' because it was selected by our technical specialists and does not yet consider the full range of stakeholder input. The 'Preferred Route' that was announced in August 2020 was the confirmed multimodal transportation corridor after having considered all stakeholder comments that were submitted on the 'Draft Technically Preferred Route'. The Preferred Route is what is being developed to a Preliminary Design level of detail.

5.4. PUBLIC CONSULTATION

As noted above, consultation is organized into three rounds of consultation; however, consultation is also active in between consultation rounds through the project website, Twitter, bulletins/fact sheets, written and verbal correspondence between stakeholders and the Project Team, and meetings with individual stakeholders and stakeholder groups.

I. Project Contact List

The project contact list contains the contact information for over 4995 stakeholders who were either carried over from the Stage 1 study contact list, attended Stage 2 study meetings, or requested to be added to the contact list. The contact list includes members of the public, Indigenous communities, Community Advisory Group members, Community Value Plan Team members, municipal staff (including Municipal Advisory Group members, Municipal Executive Advisory Group members and elected officials), Members of Parliament, Members of Provincial Parliament, Greenbelt Transportation Advisory Group members, Regulatory Agency Advisory Group members and other agencies, utilities, interest groups, and business and commercial stakeholders.

II. Ontario Government Notices

Notifications are being published at key milestones throughout the study. These include:

- Notice of Study Commencement.
- Notice of Public Information Centres.
- Notice of Draft EA Report, including a consultation record (future notice).
- Notice of EA Report Submission, including a consultation record (future notice).

The notices are advertised on the project website, distributed to all property owners in the Route Planning Study Area via Canada Post's unaddressed aemail (approx. 30,705), mailed to those on the contact list, Tweeted on the project's Twitter account, and published in local newspapers in all municipalities within the study area (Turtle Island News, Two Row Times, Mississauga News, Caledon Citizen, Vaughan Citizen, King Township Sentinel, Georgetown Acton Independent Free Press, Milton Canadian Champion, Guelph Tribune, Erin Advocate, Bolton Caledon Enterprise, Brampton Guardian, Toronto Star, Toronto L'Express in French, and Mississauga le Métropolitain in French).

III. Public Information Centres

Public Information Centres (PICs) are an important part of the study process and are held at key project milestones to present important study information and obtain input from the public on the material presented. Three rounds of PICs are being held throughout the course of the study, with each round of PICs including three separate venues in York, Peel and Halton. To date the PICs have been in-person, drop-in format with consultant and Ministry staff on hand to answer

questions. Comment sheets are provided so that attendees can provide feedback based on the material presented. A bilingual (French) Project Team member attends all PICs in designated French Language Services areas.

i. Public Information Centre #1

Public Information Centre #1 (PIC #1) was held on November 27, 2014 in Halton Region, December 2, 2014 in York Region, and December 4, 2014 in Peel Region. PIC #1 was an informal drop-in centre. Display materials were grouped into stations based on theme, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event. The purpose of PIC #1 was to present an overview of the study background, process, existing conditions and current status of the project. PIC #1 materials focused on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. Applications to become a member of the Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG) were also featured at PIC #1. A total of approximately 738 members of the public chose to sign the visitor's register for the three PIC events. A total of 197 comments were received in regards to the material at PIC #1 as well as 14 CAG applications and 8 GTAG applications. Comments generally included the following:

- Support and opposition for the need for the study.
- Suggestions to incorporate the recommendations of previously conducted studies (e.g. Halton-Peel Boundary Area Transportation Study (HPBATS)) to avoid unnecessary work.
- Suggestions to bypass specific areas.
- Support and opposition for the transitway.
- Support for goods movement priority features.
- Support and opposition for specific interchange locations.
- Suggestions to minimize the number of interchanges to limit development and downloading of traffic on local roads.
- Support and opposition for various route alternatives.
- Pleased with the progress and the Focused Analysis Area.
- Concern that the Project Team is not releasing enough land within the Focused Analysis Area.
- Suggestions to protect agricultural lands and Greenbelt lands.
- Inquiries about the study schedule and process.
- Inquiries about the timing of construction.
- Requests for the Project Team to make a decision as soon as possible.
- Inquiries about the expropriation process.
- Inquiries about how routes were generated and how they will be evaluated.

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- General interest in the Community Advisory Group and Greenbelt Transportation Advisory Group.

After PIC #1, the Project Team presented to the Councils/Committees of the following municipalities in 2015:

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

Following PIC #1, the Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the advisory groups. Any key features identified by stakeholders at PIC #1 were verified and incorporated into mapping that identifies existing conditions within the study area. Suggested new route alternatives or suggested route revisions received at PIC #1 were reviewed by the Project Team with the intent that suggestions with merit would be incorporated into the list of alternatives being carried forward for further study. These refinements were highlighted to stakeholders at the next Community Workshop in June 2015. The Project Team reviewed all of the comments received regarding the information presented at PIC #1 and responded to written comments and inquiries.

Note: study suspension from December 2015 – June 2019.

ii. Public Information Centre #2 (and Community Value Plan Meeting #1)

Public Information Centre #2 (PIC #2) was held on September 19, 2019 in York Region, September 26, 2019 in Halton Region, and October 3, 2019 in Peel Region. PIC #2 was an informal drop-in centre with MTO and consultant team representatives available to answer questions. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event. The purpose of PIC #2 was to present the study process, the Draft Technically Preferred Route, the Draft 2019 Focused Analysis Area, and introduce the opportunity to participate in developing CVP for the GTA West Study. PIC #2 represented Community Value Plan Meeting #1. This station of the event presented information on the CVP process. It also included CVP comment sheets and featured an interactive area where stakeholders could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. Stakeholders who expressed an interest in participating in a CVP Team were

encouraged to fill out an application form which was available at this station. PIC #2 also included a station which provided information on the Permission to Enter (PTE) process, including a fact sheet which was available to stakeholders. PTE coordinators were also available to answer stakeholder's questions. A total of 979 members of the public chose to sign the visitor's register for the PIC #2 events. A total of 254 comments were received in regards to the material at PIC #2 as well as 14 CVP comment sheets, 24 CAG applications, 8 GTAG applications and 33 CVP applications. Comments generally included the following:

- The transportation corridor is needed, expedite the EA process, start construction as soon as possible.
- Protect for extra land now so that future widening of the right-of-way is not required.
- Concern about congestion on connecting roads (e.g. Mayfield Rd, Hwy 400, Hwy 401, Coleraine Dr, Weston Rd, etc.).
- The transportation corridor should go west to Guelph, east past Highway 400 and be closer to Highway 9 in the north.
- Concern about impacts to nearby property owners (noise, air quality, etc.) and inquiries about mitigation measures.
- Mixed feelings about impacts to agricultural and Greenbelt lands. Some felt these features were given priority in the evaluation and appropriately influenced route selection (i.e. crossing of Credit and Humber Rivers) while others expressed concern about ability to support food production and ecosystem services.
- Mixed feelings on Preferred Route S1-2. Some say it provides good access to the designated future employment lands while others are concerned about congestion on Trafalgar Road.
- Mixed feelings on whether Preferred Route S2-2 provides convenient access to Brampton and Georgetown. Some say it is further east from Norval and avoids segregating the broader community while others say it doesn't address the congestion issues in Norval (Bovaird Drive interchange with Preferred Route S3-4 may exacerbate the problems).
- Preferred Route S4-1 minimizes impacts to the natural environment (including agriculture) and residential properties but impacts the Mayfield West Phase 2 development.
- Support for new extension of Highway 410 rather than using existing Highway 410 (minimizes impacts to Valleywood) in Section 5.
- Mixed feelings about proximity to Brampton-Caledon Airport. Concern regarding potential impacts to operations while others want the route moved closer to condense land uses.
- The interchange at Coleraine Drive in Section 6 conflicts with an approved development to the north.
- Extend Highway 427 to Highway 9 in Section 7.
- The emphasis on protecting Greenbelt lands and the Humber River in Sections 8 and 9 appropriately influenced route selection.

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- Support for the transitway (the transitway only makes sense if it connects to other mass transit systems, incorporate active transportation along the transitway, support for transition from BRT to LRT, consider both buses and trucks using the transitway).
 - Support for goods movement priority features (support for truck only lanes).
 - Support for the 2019 Focused Analysis Area (appreciate that over 60% of the Route Planning Study Area is in the area of reduced interest, inquiries about when development restrictions will be lifted).
 - Inquiries about land acquisition, permission to enter process, possibility of tolling, scope of separate electricity transmission study.
 - Requests for digital mapping of the Draft Technically Preferred Route to understand impacts and coordinate works.
 - The Project Team did a good job evaluating the route alternatives and explaining the rationale for their decisions.

After PIC #2, the Project Team presented to the Councils/Committees of the following municipalities in 2019:

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

Following PIC #2, the Project Team verified key features identified by stakeholders and incorporated them into mapping that identifies existing conditions within the study area.

The Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the groups prior to CAG Meeting #3 and GTAG Meeting #3 in November 2019. The Project Team also reviewed the CVP application forms received and notified applicants about their membership before the next CVP Meeting in November 2020. The Project Team reviewed the CVP comment sheets received and determined the themes for the next CVP meeting. The Project Team also reviewed all written comments and made an effort to respond to all written comments and inquiries.

The Project Team received a significant amount of feedback regarding Section 8 of the Route Planning Study Area based on the information presented at PIC #2. The comments on Section 8 addressed a range of issues, including:

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- City of Vaughan Council supported Alternative S8-1 and was concerned about impacts to the North Kleinburg-Nashville Secondary Plan (SP).
 - York Region Council requested an alternative be considered that avoids the community areas in North Kleinburg-Nashville Secondary Plan.
 - Township of King supported the Draft Technically Preferred Route S8-3.
 - Kleinburg and ree Ratepayers Association did not support Alternative S8-3.
 - MNRF and TRCA noted impacts on natural heritage features, and MNRF provided some refinement suggestions.

Due to this mixed feedback from key stakeholders, the Project Team took additional time to analyze the alternatives in Section 8 to fully understand their advantages and disadvantages before confirming a Preferred Route in this section. As part of this process and given the close inter-relationship between Sections 7 and 8, additional alternatives (S7-13 / S8-4 and S7-14 / S8-5) were generated and carried forward for evaluation. The additional alternatives were developed to try and address stakeholder issues to the greatest extent possible, and:

- Reduce impacts to existing communities and the community area in the North Kleinburg-Nashville Secondary Plan area.
- Minimize impacts on natural heritage features, particularly the Main Humber River crossing.

In Section 8, Alternatives S8-4 and S8-5 were then compared to the previously identified Draft Technically Preferred Route of S8-3. In Section 7, Alternatives S7-13 and S7-14 were then compared to the previously identified Draft Technically Preferred Route of S7-3. To further the rigor of this process, the Project Team met with staff from York Region and City of Vaughan on May 8, 2020 to review the Section 8 assessment and evaluation from PIC #2, the feedback received, the new alternatives developed, policy considerations, the evaluation process for the new Section 8 alternatives and the preliminary evaluation summary, and then gather their input on the new alternatives. A similar meeting was held on May 21, 2020 with the following agencies: MNRF, MECP, Ministry of Agriculture, Food and Rural Affairs, and TRCA. The agencies and municipalities provided written comments on the Section 7 and 8 evaluation and the Project Team reviewed their comments in light of the work completed to date. The results of this additional evaluation resulted in a Preferred Route of S7-14 and S8-5.

Overall, the Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor. The Preferred Route and 2020 Focused Analysis Area were provided to stakeholders in a bulletin on August 7, 2020. The bulletin provided information on where changes were made to the route based on the

consideration of feedback from PIC #2, land use and environmental information, including:

- Shifting the route to the west from south of Wanless Drive to north of Mayfield Road to mitigate impacts to lands east of Heritage Road.
- Shifting the Highway 410 Extension to the west between Mayfield Road and Old School Road to mitigate impacts to the Mayfield West Secondary Plan, which is currently under construction.
- The Coleraine Drive interchange shown at PIC #2 is no longer viable due to identified impacts to an approved development outside of the Route Planning Study Area, which is currently under construction. The Project Team reviewed interchange concepts and route alternatives east of The Gore Road in Section 6 in consultation with key stakeholders. The Project Team met with staff at the Region of Peel, Town of Caledon, City of Brampton, and City of Mississauga on November 28, 2019 and June 9, 2020 to review options for the route and Coleraine Drive interchange, discuss the advantages and disadvantages, and understand staff preference. The Preferred Route moves the interchange to Humber Station Road with a route alignment shifted slightly to the south, which gives consideration to the proximity to adjacent interchanges, future development lands and other environmental and land use features.
- As noted above, based on new information and stakeholder feedback, the Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossings of the Humber River in Section 8. Given the interdependencies between sections, changes in Section 7 were also included in the supplementary analysis. The Preferred Route in Section 7 maintains the Highway 427 interchange west of the hydro corridor with a route alignment through Section 8 that is shifted northerly, giving consideration to the natural environment and associated community features, future development lands and existing residential communities. The route alignment east of the Highway 27 interchange in Section 8 remains unchanged.

iii. Public Information Centre #3

The third round of PICs is tentatively scheduled for late 2021/early 2022. Material that is anticipated to be presented will include the draft Preliminary Design of the Preferred Route including the potential opportunities for refinement and mitigation of impacts, the draft Community Value Plan, and next steps in the study. This material will be draft for comment.

Prior to PIC #3, the Project Team will offer meetings with impacted property owners to discuss the potential impacts to their property, potential refinements and next steps in the study. Delegations will also be made to Regional Councils directly before or after PIC #3 and to lower tier municipal Councils upon request.

IV. Community Workshops

Four rounds of community workshops with venues in York Region, Peel Region and Halton Region are being held over the course of the study. Workshops are open to the public by reservation. The Community Workshops are opportunities for stakeholders to provide input on the direction and findings of the study and are opportunities for the Project Team to gain a sense of the broader community reaction to the study. Together stakeholders and the Project Team can discuss how issues might be addressed as the study progresses.

i. Community Workshop #1

Community Workshop #1 was held on July 24, 2014 in Woodbridge, July 29, 2014 in Mississauga, on August 13, 2014 in Brampton and on August 14, 2014 in Caledon. Notification of the Introductory Community Workshops was provided to members of the public who previously signed up for the project mailing list. Letters notifying the project mailing list of the workshops were sent on June 20, 2014. Follow up phone calls were also made to confirm attendance. Registration information was made available on the project website (www.gta-west.com) as of June 20, 2014, and the Project Team “tweeted” an invitation to the workshops on June 24, 2014. The purpose of the Introductory Community Workshops was to provide members of the public with a project overview, an opportunity to provide feedback and also to seek participation in future study activities. The first part of the workshop included a presentation on the study philosophy, recommendations from Stage 1 and the focus of Stage 2. During the second part of the workshop, attendees were invited to visit workstations to learn about the project, share information with the Project Team, and participate in interactive activities. The stations included information on:

- How to apply for membership in the Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG).
- The criteria and methodology for generating routes and interchanges.
- Interactive activities such as providing input on existing features within the study area to be considered in the development of the route and interchange alternatives, as well as providing input on where the route should be located.

It was intended that timely input from the community would be helpful to the Project Team when developing route and interchange alternatives, to be presented at the first round of PICs in late 2014. A total of approximately 314 members of the public chose to sign the visitor’s register for the four community workshop events. A total of 56 comments were received as well as 35 CAG applications and 15 GTAG applications. Comments generally included the following:

- Routes should stay parallel to existing transportation infrastructure to minimize disruption.

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- Suggestions to bypass specific areas.
 - Minimize the number of interchanges.
 - Interchange location suggestions.
 - Protect agricultural lands.
 - Inquiries about timing of construction.
 - Requests to make a decision as soon as possible and alleviate landowner uncertainty.
 - Inquiries about study schedule and when the Preferred Route will be presented.
 - General inquiries about how routes are being generated and evaluated.

The key features identified at Station 3 of the workshops were verified and incorporated into mapping that identifies existing conditions within the study area. The Project Team assessed the sensitivity of each identified feature based on research and technical specialist judgment, and then referenced these maps when generating and evaluating route and interchange alternatives. Routes suggested at the workshop were reviewed by the Project Team. Elements of route suggestions that had merit were incorporated into the long list of route alternatives. The Project Team also made every effort to respond to written comments and inquiries. The Project Team also reviewed the CAG and GTAG application forms to develop the initial membership for the advisory groups prior to PIC #1, where applications were still accepted.

ii. Community Workshop #2

Community Workshop #2 was held in June 2015. Three separate sessions were initially planned during the evening hours at three different venues, with each one focusing on a different geographic section of the GTA West Study Area. Due to a high interest from the public in the Halton and Peel Regions to attend the Community Workshops, two afternoon sessions were added in those areas to accommodate the demand. The Community Workshops consisted of independent facilitation, presentations, Project Team-facilitated table discussions, and time for members of the public to speak individually with Project Team members. Community Workshop #2 was held as follows: June 18, 2015 in Woodbridge, June 22, 2015 in Georgetown (2 sessions), and June 25, 2015 in Caledon (2 sessions). Notification of the Community Workshops was provided to members of the public who previously signed up for the project mailing list, on the project website and Twitter. The purpose of Community Workshop #2 was to update members of the public on work completed since PIC #1 including refinements to route alternatives, potential interchange locations, and the Focused Analysis Area. The Project Team also sought input from the community on issues and trade-offs associated with the route alternatives and potential interchange locations and the route selection evaluation approach. While the majority of material was similar at each workshop, each venue location focused on a different geographic section (west, central, and east) of the GTA West study area. However, the Project Team welcomed input on any section of the study area at each venue. A total of approximately 610 members of the public chose to

sign the visitor's register for the community workshop events. A total of 516 comments were received. Comments generally included the following:

- There was a mix of participants who understood the evaluation process and some who did not, but many participants felt that the evaluation factors and sub-factors were comprehensive and that the summary boards that would be presented at PIC #2 would be sufficient to explain the rationale for selecting the Preferred Route.
- Some members of the public wanted the full assessment of the route alternatives (i.e. number of residences impacted by a route, system capacity, noise and air quality impacts, etc.) before commenting on trade-offs or providing weightings.
- Key evaluation factors and sub-factors which were identified as important and needing emphasis placed on them during the evaluation included:
 - Natural environment - woodlands, wildlife, groundwater (including impacts to quantity and quality of well water);
 - Land use/socio-economic - residences and commercial businesses (proximity and direct impacts), agriculture (land base and operations), municipal land use plans (conformity to, and impact on), access to employment lands, noise, air quality; and
 - Transportation - cost, system efficiency, network compatibility, supporting municipal visions, accommodating future growth.
- East section trade-offs - there was a mix of support for the identified trade-offs in the east section (i.e. northerly vs. southerly crossing of the Humber River, interchange options in the Highway 427 / Coleraine Drive / Highway 50 / Mayfield Road area, interchange at Pine Valley Drive vs. Weston Road).
- West section trade-offs - while support was expressed for all of the route alternatives, discussions indicated that participants were more supportive of:
 - South crossing of the Credit River;
 - An interchange at Mayfield Road rather than at Mississauga Road; and
 - Route alternatives located east of Heritage Road.
- Central section trade-offs - while there was mixed support for the route alternatives, discussions indicated that participants were more supportive of:
 - Alternative 10G rather than Alternatives 10B or 10C; and
 - An interchange at Coleraine Drive.

The information from this community workshop was used as follows:

- Adding to Project Data Base: Key features identified by stakeholders at Community Workshop #2 were verified and incorporated into mapping that identifies existing conditions within the study area. The Project Team assessed the sensitivity of each identified feature, and then referenced these maps when assessing and evaluating route and interchange alternatives.
- Determining Public Perspective on Evaluation Approaches: Session 1 (approach for evaluating the short list of route alternatives) feedback was incorporated into the study in multiple ways. Qualitative feedback on the factors, criteria and

measures were reviewed by the Project Team to gain an understanding of what the public feels should be given emphasis in the reasoned argument method and arithmetic method evaluations, both in specific geographic areas and across the entire study area. Quantitative factor weightings provided by the public were averaged and used for the “public weighting scenario” in the arithmetic method of the evaluation.

- **Understanding Public Perspective on Key Features:** The feedback provided by the public during Session 2 (trade-offs in the west, central and east sections of the study area) was reviewed by the Project Team to gain an understanding of the route alternative preferences of the general public, which fed into the reasoned argument method evaluation.
- **Preparing for PIC #2 Content:** Feedback received from Community Workshop #2 also helped the Project Team prepare for PIC #2. When possible, the Project Team ensured that appropriate materials and resources were available regarding topics and issues that the public has emphasized in their comments.
- **Providing Opportunity for Community Dialogue:** Community Workshop #2 provided an additional opportunity for the Project Team to build relationships with members of the communities within the GTA West Study Area and to answer questions about the study process, schedule, purpose and goals.

Note: study suspension from December 2015 – June 2019.

iii. Community Value Plan Meeting #2 as Community Workshop #3

The GTA West Project Team worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and 2020 Focused Analysis Area on August 7, 2020. The GTA West Project Team then progressed to developing the Preliminary Design of the Preferred Route. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new multimodal transportation corridor. The CVP process takes a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility. The second CVP Meeting was held on Tuesday November 3, 2020 via the Zoom Platform and provided a venue for members of our CVP Team to recommend design elements that reflect the social, cultural, historical and environmental interests of their communities. The session also provided opportunities for CVP Team members to speak and ask questions directly to GTA West Project Team members and technical specialists.

During the meeting, technical specialists presented examples of design elements for the following themes, which were identified on the CVP comment sheets by members of the public at CVP Session #1:

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- Noise.
 - Aesthetics.
 - Greenbelt and Natural Environment.
 - Connectivity.
 - Agriculture, Tourism and Local Economy.

CVP Team members were then split into three breakout groups based on the west, central and east geographical areas of the Route Planning Study Area. In the breakout rooms, members were given the opportunity to provide input on the elements they value most in their community and along the Preferred Route. CVP Session #2 focused on how best to implement the proposed new highway and transitway in the most context sensitive manner given the identified Preferred Route.

Following CVP Session #1, the GTA West Project Team reviewed the CVP applications and CVP comment sheets submitted during CVP Session #1. Based on the responses received, all applicants were accepted as CVP Team members. On September 28, 2020, personalized invitations were distributed to the CVP Team members via email or mail (depending on the applicant's preference) inviting them to attend CVP Session #2. The Study website was updated on October 16, 2020 to include an open invitation for any members of the public to fill out a contact form and indicate their interest in joining the CVP Team and to attend CVP Session #2. Once received, personalized invitations were distributed to the CVP Team members that applied following CVP Session #1.

A total of 19 approved CVP Team members accepted the CVP Session #2 invitation; however, only 15 of those members attended the session. Comments generally included the following:

- Looking for treatments that are different than what's been done before.
- Connectivity:
 - Active transportation (paved multiuse path, connection on underpasses/overpasses, connections to bus route/trails/municipal networks).
 - Roundabouts at interchange ramp terminals.
- Noise:
 - Berms or aesthetically pleasing noise walls with graffiti prevention.
- Greenbelt and Natural Environment:
 - Wildlife overpasses and underpasses.
 - Stormwater management plans with artistic landscaping, monitoring and maintenance plans.
- Aesthetics
 - Artistic elements at bridges and special interest places along the corridor.
 - Landscape plan that prevents invasive species, includes native species, and prevents erosion.
- Agriculture, Tourism and Local Economy:

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- An alignment that doesn't create unusable portions of land.
 - Tourism oriented directional signage.
 - Protection of built heritage features (e.g. local churches).

The GTA West Project Team reviewed the recommended enhancement strategies and mitigation measures received at CVP Session #2 and is carrying forward for more consideration the recommendations that were identified as being the most important and are potentially technically and economically feasible (herein referred to as the CVP Toolkit). For the recommendations not being carried forward for further consideration, justification will be documented and provided to CVP Team members at CVP Session #3. The CVP Toolkit will be developed for eventual incorporation into the Preliminary Design of the multimodal transportation corridor. The Draft CVP, including roll plans and design elements that illustrate the application of the CVP Toolkit along the transportation corridor will be presented to CVP Team Members at CVP Session #3, which is anticipated to be held in Spring 2021.

iv. Community Value Plan Meeting #3 as Community Workshop #4

As noted above, at the last CVP meeting on November 3, 2020, the CVP Team members recommended design elements that reflected the interests of their communities. Since then, the GTA West Project Team has been working to incorporate these ideas into the Preliminary Design of the multimodal transportation corridor. CVP Meeting #3 is tentatively planned for spring 2021 and will present the draft CVP including roll plans and design elements that illustrate the application of the CVP Toolkit along the transportation corridor, for discussion and comment.

v. Community Value Plan Meeting #4 at Public Information Centre #3

CVP Meeting #4 is planned to be part of Public Information Centre #3, tentatively scheduled for late 2021/early 2022. CVP Meeting #4 will present the final CVP including roll plans and design elements for review and comment.

V. Project Website (www.gta-west.com)

The project website (English and French) provides a gateway for the public and other stakeholders to access study information and contact the Project Team. The website went live simultaneously with the publication of the study commencement and will stay active beyond submission of the EA report to MECP. Key website content includes:

- Home page with an overview of the study, latest news, and information on how to join the project contact list.
- A Study Overview page;
- EA process (Ontario EA Act, Individual EA Process, and Impact Assessment Act).
- The Study Schedule;

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- Consultation materials including notices, fact sheets and bulletins, PICs and Community Workshops, Advisory Groups and Indigenous communities.
 - Current study reports and background material from Stage 1 of the study.
 - Links to related websites.
 - Contact Information for the Project Team and a fillable comment form;
 - Frequently Asked Questions.
 - Information on the Permission to Enter program.

In the last year alone, between February 2020 and February 2021, the GTA West project website has received approximately 194,150 visits. The top 5 pages visited include the home page, study overview page, contact us page, PIC and Community Workshops page, and schedule page.

VI. Twitter (@GTAWestStudy)

The project Twitter account is linked directly with the project website, and a link to follow the Twitter account is included on the project website. The consultation team is working to cultivate a community of followers that will help relay (“retweet”) project messages to their followers and engage in the study discussion. To date this social media account has been used mainly to announce project events and relay study information.

VII. Toll-Free Telephone Line (1-877-522-6916)

The Project Team set up a toll-free telephone line as another method for stakeholders to communicate with them. Stakeholders are prompted to leave a message including their interest and contact information. Members of the Project Team check the messages on the toll-free telephone line daily during business hours and return phone calls promptly.

VIII. Project Team E-mail Address (project_team@gta-west.com)

The Project Team set up a dedicated e-mail address for the study as another method for stakeholders to communicate with them. Members of the Project Team check the messages in the inbox daily during business hours and respond to the correspondence accordingly.

IX. Comments and Responses

Between the comments sent directly to the Project Team, PICs and Community Workshops, the Project Team has received, processed and responded to approximately 5000 comments. Some of these comments have involved back and forth discussion, thereby increasing the engagement with stakeholders.

X. Fact Sheets and Bulletins

Fact sheets and bulletins were released publicly at strategic points in the study to respond to emerging issues or convey pertinent study information. Examples include:

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- GTA West at a Glance Fact Sheet in February 2015 – provided a general overview of the study, the route development and screening process, screening of interchange locations, the transitway, goods movement priority features, the short list of route alternatives and potential interchange locations, as well as introduced the concept of the Focused Analysis Area.
 - Focused Analysis Area Factsheet in early 2015 – introduced the concept of the Focused Analysis Area.
 - Post PIC #1 2015 Focused Analysis Area Fact Sheet in June 2015 – confirmed the Focused Analysis Area and where changes were made since PIC #1.
 - GTA West Study Resumption Bulletin in June 2019 – provided details on the resumed Stage 2 Environmental Assessment for the GTA West multimodal transportation corridor.
 - Preferred Route Announcement Bulletin in August 2020 – provided details on the confirmed Preferred Route and 2020 Focused Analysis Area and where changes were made since PIC #2.

XI. Permission to Enter Process

As part of the preparatory works in advance of the Preliminary Design study, a Permission to Enter (PTE) program was established to seek access to required properties to conduct field work. Required properties were identified by the ministry through a combination of data collected from property ownership and land registry databases and through consultation with local municipalities. This included property fabric information and available contact details, which were utilized to contact the identified property owners to seek PTE for site investigations. The following contact methods were utilized as required to solicit PTE from property owners, in order of precedence:

- Emails were sent to property owners using email addresses identified by the Ministry and acquired through the first phase of the PTE Program;
- Physical letters/PTE forms were sent to property owners via regular mail and registered/express mail using mailing addresses identified by the Ministry;
- Phone calls were made using telephone numbers identified by the Ministry; and,
- Internet searches (ex. Google, Canada Post, Canada411.com) were undertaken to find missing contact information (mailing addresses, email addresses, telephone numbers) and to conduct follow-up efforts. Above listed contact methods were utilized with the new information.

5.5. ADVISORY GROUPS

Consultation with regulatory and reviewing agencies, municipalities, Indigenous communities, members of the public and other interest groups are being undertaken during this study. Discussions with these stakeholders have focused on data collection, the generation and assessment of alternatives, the evaluation and selection of the Preferred Route, and will continue to discuss the development of mitigation measures to reduce or avoid potential environmental impacts. Several advisory groups have been formed to support this study. Many of these groups were involved during Stage 1 of the study and are continuing to be involved during Stage 2. These advisory groups are volunteer groups that provide advice to the GTA West Project Team and act as

sounding boards. They are forums for discussing options and sharing ideas, providing input on the direction and findings of the study from various perspectives, and providing a sense of broader community reactions and concerns and how these might be addressed. Advisory groups are scheduled to meet at the time of project milestones, however, the Project Team is open to meeting with these stakeholders at any time during the study, upon request.

I. Community Advisory Group (CAG)

The Community Advisory Group (CAG) comprises members of the public and interest groups/organizations who have an active interest in the project. The CAG is a volunteer group that provides advice to the GTA West Project Team and acts as a sounding board – it is a forum for discussing options and sharing ideas; provides input on the direction and findings of the study from a community perspective; and provides a sense of broader community reactions and concerns, and how these might be addressed. All CAG meetings are also open to the public as observers. At the first Community Workshop and at PIC #1, information on the CAG was provided and stakeholders interested in joining the CAG were encouraged to apply for membership. In addition, stakeholders indicating interest in joining the CAG have been accepted as members throughout Stage 2 of the study.

CAG Meeting #1 was held on October 28, 2014 in advance of PIC #1. Thirty-eight (38) CAG members were in attendance including members of the public who live in and around the study area as well as representatives from groups such as Armstrong Manor Farm, Norval Community Association, CAA South Central Ontario, Sheridan Nurseries, Minus Forty, Alloa Landowners Group, Peel Federation of Agriculture, JARUD Corporation Ltd., Christian Farmers Association of Ontario, Castlepoint Investments, Humber Valley Trail Association, Valleywood Resident Association, and Albion Glass. After the Project Team provided an overview of the study, the group reviewed and discussed the development and screening of the Long List of Route Alternatives and Potential Interchange Locations; provided feedback on the Preliminary Short List of Route Alternatives; and discussed the anticipated public and stakeholder reaction at the upcoming PIC #1. Minutes of CAG Meeting #1 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

CAG Meeting #2 was held on May 7, 2015 in advance of Community Workshop #2. Thirty-four (34) CAG members were in attendance including members of the public as well as representatives from groups such as Armstrong Manor Farm, Minus Forty, Formnovo Inc., Alloa Landowners Group, Peel Federation of Agriculture, Sheridan Nurseries, Norval Community Association, Humber Valley Trail Association, CAA South Central Ontario, Valleywood Resident Association, Christian Farmers Federation of Ontario, and York Chapter of BILD. Four public observers also attended the meeting. The group discussed project activities that occurred since PIC #1; the two methodologies being used by the Project Team to evaluate the short list of route alternatives including the evaluation factors being used; attendees provided comments on the factors, sub-factors, criteria and measures that the Project Team

were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees identified the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. Minutes of CAG Meeting #2 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

Note: study suspension from December 2015 – June 2019.

CAG Meeting #3 was held on November 14, 2019 subsequent to PIC #2. Twenty-four (24) CAG members were in attendance. The Project Team provided an overview of the study including a short history of the GTA West Study (chronology), an update on project activities since study suspension in December 2015, and update on the study schedule. After providing a debrief on PIC #2, the group workshopped two sessions: Session 1: Overview of the evaluation of the short listed route and interchange location alternatives, Draft Technically Preferred Route and 2019 Focused Analysis Area; and Session 2: Issues to inform the Preliminary Design of the Draft Technically Preferred Route. The group provided feedback on the evaluation outcomes and indicated what was the most surprising or concerning to them. The CAG provided information on what has changed or is changing that should inform the design of the Preferred Route and indicated what the hot button topics are that the Project Team will need to address including what they are hearing from their communities. Minutes of CAG Meeting #3 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

CAG Meeting #4 is anticipated to be held in late 2021 or early 2022 and will focus on gathering input on the draft Preliminary Design of the multimodal transportation corridor, the draft Community Value Plan, and the annotated table of contents for the Environmental Assessment Report. Between CAG Meeting #3 and CAG Meeting #4, the Project Team welcomes discussion with CAG members upon request.

II. Greenbelt Transportation Advisory Group (GTAG)

The GTAG comprises members from environmental agencies, interest groups and individuals with a specific interest in the Greenbelt. The GTAG is a volunteer group that provides advice to the GTA West Project Team and shares information regarding key environmental and agricultural features; discusses potential impacts to sensitive features within the Greenbelt; discusses and generates mitigation strategies to be used in the Greenbelt; and provides input into the potential update of the Greenbelt Guideline. At the first Community Workshop and at PIC #1, information on the GTAG was provided and stakeholders interested in joining the GTAG were encouraged to apply for membership. In addition, stakeholders indicating interest in joining the GTAG have been accepted as members throughout Stage 2 of the study.

GTAG Meeting #1 was held on October 29, 2014 in advance of PIC #1. Fourteen (14) GTAG members were in attendance including representatives from organizations such as Concerned Residents Against Superhighway in Halton Hills, Conservation Halton, Ontario Federation of Agriculture, Ontario Professional Planners Institute, Peel Federation of Agriculture, Environmental Defence, Greenbelt Council, Ontario Nature, Ministry of Agriculture, Food and Rural Affairs, Sustainable Vaughan, and Rural Ontario Municipal Association. After the Project Team provided an overview of the study and the Greenbelt Design Guideline prepared during Stage 1 of the study, the group discussed how the Guideline has been used to date and how the Guideline will be used in the future. The Project Team then provided an overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations. The group then provided feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt and discussed the anticipated public and stakeholder reaction at the upcoming PIC #1. Minutes of GTAG Meeting #1 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

GTAG Meeting #2 was held on May 7, 2015. Twenty-one (21) GTAG members attended the meeting including representatives from organizations such as Belfountain Community Organization, Conservation Halton, Toronto and Region Conservation Authority, Ontario Professional Planners Institute, Ministry of Natural Resources and Forestry, Ontario Federation of Agriculture, Peel Federation of Agriculture, Greenbelt Council, Ontario Nature, Ministry of Agriculture, Food & Rural Affairs, Sustainable Vaughan, Humber Alliance, Ontario Federation of Agriculture, Rural Ontario Municipal Association, and Oak Ridges Moraine Land Trust. The group discussed project activities that occurred since PIC #1; the two methodologies being used by the Project Team to evaluate the short list of route alternatives including the evaluation factors being used; attendees were invited to provide comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees were invited to identify the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. Minutes of GTAG Meeting #2 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

Note: study suspension from December 2015 – June 2019.

GTAG Meeting #3 was held on November 14, 2019 subsequent to PIC #2. Thirteen (13) GTAG members were in attendance. The Project Team provided an overview of the study including a short of history of the GTA West Study (chronology), an update on project activities since study suspension in December 2015, and update on the study schedule. After providing a debrief on PIC #2, the group workshopped two sessions: Session 1: Overview of the evaluation of the short listed route and interchange location alternatives, Draft Technically Preferred Route and

2019 Focused Analysis Area; and Session 2: Application of the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (2013). The group activity focused on whether the principles and approaches identified in the 2013 Guideline remain appropriate based on the current Greenbelt Plan. The group discussed which principles should the team place greatest emphasis as the study moves forward, what has changed or is changing that should inform the design of the Preferred Route, what the hot button topics are that the Project Team will need to address and what they are hearing from stakeholders. Minutes of GTAG Meeting #3 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

GTAG Meeting #4 is anticipated to be held in late 2021 or early 2022 and will focus on gathering input on the draft Preliminary Design of the multimodal transportation corridor including how the Greenbelt Guideline was used, and the annotated table of contents for the Environmental Assessment Report. Between GTAG Meeting #3 and GTAG Meeting #4, the Project Team welcomes discussion with GTAG members upon request.

III. Municipal Executive Advisory Group (MEAG)

The MEAG is a stakeholder advisory group that was formed for Stage 2, and is a forum for the discussion of broad, strategic and inter-regional transportation issues like current and anticipated policy and planning issues in the municipalities; municipal interests; how findings will be received by stakeholders and municipal councils; and coordination of provincial and municipal transit service plans. Members include senior staff from the Regional Municipalities of Halton, Peel and York as well as Metrolinx. The MEAG meets at key project milestones such as the generation of route planning alternatives, the identification of the Preferred Route, and the Preliminary Design of the Preferred Route.

MEAG Meeting #1 was held on September 24, 2014 with representatives from the Regional Municipalities of Halton, Peel and York as well as Metrolinx. At the meeting, the group discussed the study background, scope, and schedule; the existing environmental and transportation conditions; process for generating route and interchange alternatives; the preliminary long list of route alternatives; the consultation program; how to coordinate with municipal studies; and how to manage future development needs.

Note: study suspension from December 2015 – June 2019.

MEAG Meeting #2 was held on October 9, 2019 with representatives from the Regional Municipalities of Halton, Peel and York. At the meeting the group discussed the study schedule and what has been done to resume the study; reviewed the PIC #2 materials; reviewed what the Project Team heard from stakeholders at PIC #2; and then the Project Team sought input on the Draft Technically Preferred Route and draft 2019 Focused Analysis Area, including considerations to inform the Preliminary Design of the Preferred Route.

MEAG Meeting #3 is anticipated to be held in late 2021 or early 2022 and will focus on gathering input on the draft Preliminary Design of the multimodal transportation corridor, the draft Community Value Plan, and the annotated table of contents for the Environmental Assessment Report. Between MEAG Meeting #2 and MEAG Meeting #3, the Project Team welcomes discussion with MEAG members upon request.

IV. Municipal Advisory Group (MAG)

The MAG includes representation at a staff level from the Regional Municipalities of Halton, Peel, and York as well as lower tier municipalities including Town of Halton Hills, Town of Milton, City of Mississauga, City of Brampton, Town of Caledon, City of Vaughan, and Township of King. The MAG includes municipal emergency services (police, fire, paramedics) as well as Ontario Provincial Police. The MAG is a forum for the discussion of local planning and technical issues. This group meets during each round of consultation (i.e. before or after PICs and Community Workshops) to obtain feedback on the information that is to be presented during that round of consultation, and to share study progress and collect information from municipalities regarding infrastructure plans, development plans, municipal interests, and expectations from the study on an ongoing basis.

MAG Meeting #1 was combined with Regulatory Agency Advisory Group (RAAG) Meeting #1 and was held on June 16, 2014. The purpose of the meeting was to provide an overview of the study, discuss how to coordinate the GTA West Study with municipal planning initiatives and development needs, discuss the future transportation needs and the key issues in each section of the study area, introduce the Greenbelt design guidelines, process for generating and evaluating alternatives, and discuss the consultation and engagement program. The discussion period focused around the following questions/topics: what are some key considerations for the team, active transportation plans, crossing road treatments, future development plans / aspirations, environmental features, and study timelines. The Project Team inquired about the MAG and RAAG's expectations for participation in this study, what they viewed as their role in the project, some of the related challenges they face, what they are hearing from the local community, and which locations within the study area should the team be paying particular attention. Forty-six (46) members of the MAG and RAAG attended the introductory meeting including representatives from Hydro One Brampton, Hydro One Networks, Ontario Power Authority, Power Steam Inc., Bell Canada, City of Mississauga, City of Brampton, Brampton Fire and EMS, City of Vaughan, Township of King, Town of Caledon, Halton Region, York Region, Peel Region, Metrolinx, Ministry of Municipal Affairs and Housing, Ministry of Agriculture, Food and Rural Affairs, Ministry of the Environment, Ministry of Natural Resources, Environment Canada, Credit Valley Conservation, Toronto and Region Conservation Authority, and Conservation Halton. Minutes of MAG/RAAG Meeting #1 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

MAG Meeting #2 was held on November 7, 2014. The purpose of the meeting was to provide an overview of the study and a status update, seek feedback on the Preliminary Short List of Route Alternatives, and provide an overview of the upcoming Public Information Centre. The discussion period focused on the potential interchanges and crossing road treatments, goods movement priority features, the route alternatives development process, the screening of the long list of route alternatives, and the introduction of the Focused Analysis Area. Forty-eight (48) members of the MAG attended the meeting including representatives from Region of Peel, Region of York, Region of Halton, City of Brampton, City of Mississauga, City of Vaughan, Township of King, Town of Caledon, Town of Halton Hills, Peel Regional Police, Metrolinx, CP Rail, Ontario Power Authority, TransCanada Pipelines Ltd., Hydro One Brampton, Hydro One, Bell Canada, and CanACRE. Minutes of MAG Meeting #2 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

MAG Meeting #3 was combined with RAAG Meeting #3 and was held on May 11, 2015. The purpose of the meeting was to provide an overview of the study, an update on project activities since PIC #1 including an overview of the refinements made to route alternatives based on stakeholder input from PIC #1, and then the group workshopped topics in two breakout sessions. Session #1: Approach for evaluating the short list of route alternatives, and Session #2: Trade-offs in the west, central and east sections of the study area. The group discussed the two methodologies being used by the Project Team to evaluate the short list of route alternatives including the evaluation factors being used; attendees provided comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees identified the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. Fifty-four (54) members of the MAG and RAAG attended the meeting including representatives from Region of York, York Regional Police, Region of Peel, Peel Fibre, Peel Regional Police, Halton Region, City of Vaughan, City of Brampton, Hydro One Networks Inc., Brampton Hydro Networks Inc., Brampton Fire and Emergency Services, Town of Caledon, Town of Halton Hills, City of Mississauga, Township of King, 407 ETR, Metrolinx, TransCanada Pipelines, TransCanada Energy, PowerStream Inc., Conservation Halton, Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Ministry of Tourism, Culture and Sport, Ministry of the Environment and Climate Change, and Ministry of Agriculture, Food & Rural Affairs. Minutes of MAG/RAAG Meeting #3 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

Note: study suspension from December 2015 – June 2019.

MAG Meeting #4 was combined with RAAG Meeting #4 and was held on November 13, 2019. The Project Team provided an overview of the study including a short of history of the GTA West Study (chronology), an update on project activities since study suspension in December 2015, and update on the study schedule. After providing a debrief on PIC #2, the group workshopped two sessions: Session 1: Overview of the evaluation of the short listed route and interchange location alternatives, Draft Technically Preferred Route and Draft 2019 Focused Analysis Area; and Session 2: Issues to inform the Preliminary Design of the Preferred Route. The group provided feedback on what has changed or is changing that should inform the design of the Preferred Route and indicated what the hot button topics are that the Project Team will need to address including what they are hearing from their communities. The group provided their perspective on the Coleraine Drive interchange, the GTA West/Highway 401/407 ETR interchange, the Highway 410 extension and interchange, and discussed how to integrate the new highway infrastructure with existing and planned infrastructure. Forty (40) members of the MAG and RAAG attended the meeting including representatives from Town of Halton Hills, City of Brampton, City of Mississauga, Town of Caledon, City of Vaughan, York Region, Halton Region, Peel Region, Peel Public Health, Township of King, Peel Region Police, Toronto and Region Conservation Authority, TransCanada Pipelines, MHBC Planning on behalf of TransCanada Pipelines, Niagara Escarpment Commission, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of Natural Resources and Forestry, 407 ETR, Ministry of Agriculture, Food and Rural Affairs, Independent Electricity System Operator, Metrolinx, Enbridge, and Ministry of Energy, Northern Development and Mines. Minutes of MAG/RAAG Meeting #4 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

MAG Meeting #5 is anticipated to be held in late 2021 or early 2022 and will focus on gathering input on the draft Preliminary Design of the multimodal transportation corridor, the draft Community Value Plan, and the annotated table of contents for the Environmental Assessment Report. Between MAG Meeting #4 and MAG Meeting #5, the Project Team welcomes discussion with MAG members upon request.

V. Regulatory Agency Advisory Group (RAAG)

The RAAG includes potentially affected provincial ministries, agencies and federal departments and is a forum for the discussion of planning and technical issues. This group meets during each round of consultation (i.e. before or after PICs and Community Workshops) to obtain feedback on the information that is to be presented during that round of consultation, and to share study progress and collect information from agencies about their interests and mandates, and expectations from the study on an ongoing basis.

RAAG Meeting #1 was combined with MAG Meeting #1 and was held on June 16, 2014. The purpose of the meeting was to provide an overview of the study, discuss how to coordinate the GTA West Study with municipal planning initiatives and development needs, discuss the future

transportation needs and the key issues in each section of the study area, introduce the Greenbelt design guidelines, the process for generating and evaluating alternatives, and discuss the consultation and engagement program. The discussion period focused around the following questions/topics: what are some key considerations for the team, active transportation plans, crossing road treatments, future development plans / aspirations, environmental features, and study timelines. The Project Team inquired about the MAG and RAAG's expectations for participation in this study, what they viewed as their role in the project, some of the related challenges they face, what they are hearing from the local community, and which locations within the study area should the team be paying particular attention. Forty-six (46) members of the MAG and RAAG attended the introductory meeting including representatives from Hydro One Brampton, Hydro One Networks, Ontario Power Authority, Power Steam Inc., Bell Canada, City of Mississauga, City of Brampton, Brampton Fire and EMS, City of Vaughan, Township of King, Town of Caledon, Halton Region, York Region, Peel Region, Metrolinx, Ministry of Municipal Affairs and Housing, Ministry of Agriculture, Food and Rural Affairs, Ministry of the Environment, Ministry of Natural Resources, Environment Canada, Credit Valley Conservation, Toronto and Region Conservation Authority, and Conservation Halton. Minutes of MAG/RAAG Meeting #1 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/>.

RAAG Meeting #2 was held on November 7, 2014. The purpose of the meeting was to provide an overview of the study and a status update, seek feedback on the Preliminary Short List of Route Alternatives, and provide an overview of the upcoming Public Information Centre. The discussion period focused on the potential interchanges and crossing road treatments, goods movement priority features, the route alternatives development process, the screening of the long list of route alternatives, and the introduction of the Focused Analysis Area. The group also identified 'hot spots' they foresee and the strategies/responses that the team can use to address the 'hot spots' or 'hot topics.' Eleven (11) members of the RAAG attended the meeting including representatives from Ministry of Municipal Affairs and Housing, Ministry of the Environment and Climate Change, Ministry of Natural Resources and Forestry, Ministry of Tourism Culture and Sport, Ministry of Agriculture, Food and Rural Affairs, Toronto and Region Conservation Authority, Conservation Halton and Credit Valley Conservation. Minutes of RAAG Meeting #2 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/>.

RAAG Meeting #3 was combined with MAG Meeting #3 and was held on May 11, 2015. The purpose of the meeting was to provide an overview of the study, an update on project activities since PIC #1 including an overview of the refinements made to route alternatives based on stakeholder input from PIC #1, and then the group workshopped topics in two breakout sessions. Session #1: Approach for evaluating the short list of route alternatives, and Session #2: Trade-offs in the west, central and east sections of the study area. The group discussed the two methodologies being used by the Project Team to evaluate the short list of route

alternatives including the evaluation factors being used; attendees provided comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees identified the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. Fifty-four (54) members of the MAG and RAAG attended the meeting including representatives from Region of York, York Regional Police, Region of Peel, Peel Fibre, Peel Regional Police, Halton Region, City of Vaughan, City of Brampton, Hydro One Networks Inc., Brampton Hydro Networks Inc., Brampton Fire and Emergency Services, Town of Caledon, Town of Halton Hills, City of Mississauga, Township of King, 407 ETR, Metrolinx, TransCanada Pipelines, TransCanada Energy, PowerStream Inc., Conservation Halton, Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Ministry of Tourism, Culture and Sport, Ministry of the Environment and Climate Change, and Ministry of Agriculture, Food & Rural Affairs. Minutes of MAG/RAAG Meeting #3 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/>.

Note: study suspension from December 2015 – June 2019.

RAAG Meeting #4 was combined with MAG Meeting #4 and was held on November 13, 2019. The Project Team provided an overview of the study including a short of history of the GTA West Study (chronology), an update on project activities since study suspension in December 2015, and update on the study schedule. After providing a debrief on PIC #2, the group workshopped two sessions: Session 1: Overview of the evaluation of the short listed route and interchange location alternatives, Draft Technically Preferred Route and Draft 2019 Focused Analysis Area; and Session 2: Issues to inform the Preliminary Design of the Preferred Route. The group provided feedback on what has changed or is changing that should inform the design of the Preferred Route and indicated what the hot button topics are that the Project Team will need to address including what they are hearing from their communities. The group provided their perspective on the Coleraine Drive interchange, the GTA West/Highway 401/407 ETR interchange, the Highway 410 extension and interchange, and discussed how to integrate the new highway infrastructure with existing and planned infrastructure. Forty (40) members of the MAG and RAAG attended the meeting including representatives from Town of Halton Hills, City of Brampton, City of Mississauga, Town of Caledon, City of Vaughan, York Region, Halton Region, Peel Region, Peel Public Health, Township of King, Peel Region Police, Toronto and Region Conservation Authority, TransCanada Pipelines, MHBC Planning on behalf of TransCanada Pipelines, Niagara Escarpment Commission, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of Natural Resources and Forestry, 407 ETR, Ministry of Agriculture, Food and Rural Affairs, Independent Electricity System Operator, Metrolinx, Enbridge, and Ministry of Energy, Northern Development and Mines. Minutes of MAG/RAAG

Meeting #4 can be found on the project website at: <https://www.gta-west.com/consultation/advisory-groups-and-indigenous-communities/> .

RAAG Meeting #5 is anticipated to be held in late 2021 or early 2022 and will focus on gathering input on the draft Preliminary Design of the multimodal transportation corridor, the draft Community Value Plan, and the annotated table of contents for the Environmental Assessment Report. Between RAAG Meeting #4 and MAAG Meeting #5, the Project Team welcomes discussion with MAG members upon request.

5.6. MUNICIPAL ENGAGEMENT

In addition to the MAG noted above, the GTA West Project Team engages with municipal staff and Councils regularly throughout the study via direct telephone or written correspondence, delegations to Council, Preliminary Design municipal workshops, and technical meetings focused on specific issues.

I. Council/Committee Delegations

Delegations to municipal Councils or Committees are scheduled around the major milestones of the study: namely the Public Information Centres. The Project Team organizes delegations with the Regional Councils but also presents to lower tier municipal Councils or Committees upon request at the milestones. Delegations between major milestones have also been accommodated when requested by municipalities.

i. Council/Committee Delegations Round #1

After PIC #1, the Project Team presented to the Councils/Committees of the following municipalities in 2015 to provide an overview of the materials presented at PIC #1:

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

Note: study suspension from December 2015 – June 2019.

ii. Council/Committee Delegations Round #2

After PIC #2, the Project Team presented to the Councils/Committees of the following municipalities in 2019 to provide an overview of the materials presented at PIC #2:

- Halton Region Council: October 16, 2019.

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

iii. Council/Committee Delegations Upon Request

- February 13, 2014: Following a request from the Regional staff to present at Council and based on a Staff Report (#PW-B2) that was prepared by staff, MTO agreed to present to Peel Regional Council on February 13, 2014. The GTA West Project Team noted that Stage 2 of the EA is actively underway with formal commencement to be announced shortly. The Project Team provided an update on the study, including an overview of the Stage 1 recommendations, the goal of Stage 2 and the consultation events/meetings planned.
- July 7, 2020: The Town of Caledon requested a delegation to Council in summer 2020 to receive an update on issues about the location of the Highway 410 extension and location of the Coleraine Drive interchange post PIC #2. The Project Team made a delegation on July 7, 2020 and provided information on why the Project Team revisited the location of the Highway 410 extension after PIC #2 including the Town of Caledon's preference for their Option 10T, the Preferred Highway 410 extension, the accommodation of the Town's extensions of Abbotside Way and Dougall Avenue to support the Mayfield West 1 approved lands, why the Project Team revisited Section 6 after PIC #2 including the Council endorsed feedback from the Town of Caledon, City of Brampton and Peel Region, and the options in Section 6 including an overview of the conditions and constraints in the area (e.g. Regional Official Plan Area 30 lands, Secondary Plan 47 lands, distance to interchanges, FAA).
- December 14, 2020: The Town of Halton Hills requested a delegation to Council on December 14, 2020 to provide an overall update on the study. The Project Team provided an overview of the study including the Preferred Route and 2020 Focused Analysis Area and reviewed the submitted input from staff from the Town of Halton Hills. The Project Team acknowledged the November 11, 2019 Council adopted Report which noted that Town declared a climate change emergency, their view to shift transportation to more sustainable modes of transportation (transit), that the Town opposes further investment by the Province in the GTA West Study, their request to expedite the project timeline to release lands outside of the Draft 2019 FAA, their concern regarding the footprint of the corridor and impacts to the municipal transportation network, their request to not preclude the Norval Bypass or Bramwest Parkway, and their request for shape files of the Draft Technically Preferred Route and Draft 2019 FAA. It was noted that a license agreement for shape files of Preferred Route and 2020 FAA was sent to the Town on November 10, 2020. The Project Team also provided input

from Community Value Plan Meeting #2 and discussed next steps in the study. When questioned about the Independent Advisory Panel, the Project Team noted that we are aware of the Panel Report and are treating it as input in the EA. It was further noted that averaging travel times across the entire GGH Region would include many unrelated trips in other parts of the region not affected by the GTA West Corridor. When measured using the average travel time across the entire GGH region, the benefits of a new corridor would be diluted due to the large number of unrelated trips. Therefore, this measure itself is not appropriate to indicate the benefits of a new corridor. Stage 1 of the EA demonstrated that there would be significant transportation benefits to both passenger and freight movements in the study area. The combined auto delay savings on the local and inter-regional road network within the GTA West study area is approximately 22,500 vehicle-hours and approximately 2,800 hours savings for commercial vehicles during the pm peak hour each day. Justification was provided during Stage 1 of the EA. The Project Team also confirmed that no decision about tolling has been made at this time and that the team is adhering to the Greenbelt Plan, which allows infrastructure improvements if it serves the significant growth and economic development expected in Southern Ontario by providing for the appropriate connections among urban growth centres and between these centres and Ontario's borders. The Project Team acknowledged the potential impacts and are working to avoid or minimize these to the extent possible in consultation with the appropriate Conservation Authorities and agencies and that there is the Greenbelt Guideline which is guiding the team in designing the transportation corridor within these limits. In response to a request, the Project Team provided the area of agricultural land potential impacted by the GTA West multimodal transportation corridor to the Town on January 19, 2021. The Project Team noted that the Norval Bypass would not be precluded and that climate change was considered in the evaluation of the short-listed route alternatives under the Air Quality and Climate Change evaluation factor.

II. Preliminary Long List of Route Alternatives Municipal Meetings

The Project Team met with staff from the various municipalities to seek input on the preliminary long list of route alternatives. The Project Team would benefit from the local understanding and context that municipal staff can provide.

i. August 11, 2014: Meeting with Region of Peel, City of Brampton and Town of Caledon

The Project Team met with staff from the Region of Peel, City of Brampton, and Town of Caledon to seek input on the preliminary long list of route alternatives. Caledon in particular was interested in the interchanges with Regional/local roads for economic development purposes; it was requested that the Mayfield Phase 2 area be avoided; information on updated land uses were provided; Caledon noted that their priorities are Mayfield Phase 1, Mayfield Phase 2, Bolton and protecting prime agricultural lands; Peel

Region noted that their priorities are the Highway 410 connection (Mayfield West area), the SP47/South Albion Bolton Area, and the Northwest Brampton/Osmington Area; and Peel Region noted they are planning to widen Mayfield Road to six lanes west to Winston Churchill Boulevard.

ii. August 13, 2014: Meeting with Region of Halton and Town of Halton Hills

The Project Team met with staff from the Region of Halton and Town of Halton Hills to seek input on the preliminary long list of route alternatives. The Town of Halton Hills noted that they have protected the employment lands north of Steeles Avenue required for the future 407 ETR/Highway 401/GTA West interchange. The employment lands north of Steeles Avenue have originally been planned for development in the near future, however, recognizing the planning of the GTA West corridor, the Town has agreed to protect the lands for a future freeway-to-freeway connection. Halton Region noted their EA for the widening of Ninth Line from 2 to 4 Lanes and Halton Hills noted additional potential and future urban areas. While Halton-Peel Boundary Transportation Study (HPBATS) recommended the Norval bypass as part of the recommendations, it is not included in the current GTA West EA (nor the planning being carried out by the Heritage Heights team).

iii. August 18, 2014: Meeting with Region of York and City of Vaughan

The Project Team met with staff from the Region of York and City of Vaughan to seek input on the preliminary long list of route alternatives. York Region noted a new pipeline, the Kings North Pipeline, is proposed to follow along the west side of Highway 427 and will connect to the east-west Trans-Canada Pipeline 300-400 m north of Major MacKenzie Dr. York Region noted that significant employment lands should be considered in the screening. Access to a 400 series highway is important for these areas. It was noted that a freeway-to-freeway interchange wouldn't help adjacent employment lands, whereas an arterial interchange would. All of the land uses appear to be reflected correctly, except for one parcel on the General Land Use Existing Conditions Map. South of Kirby Road and Weston Road a Designated Employment Area should be changed to a Residential parcel as a Secondary Plan for this area will be started soon. Vaughan noted a preference for a Huntington Road interchange. York Region noted that the crossing of the Humber River should be a long span structure in order to avoid environmental impacts on the sensitive valley lands.

III. Post PIC #1 Route Refinement and Interchanges Municipal Meetings

The Project Team met with staff from the various municipalities to seek input on the refinements made to the route alternatives after PIC #1 based on input received, the proposed interchange locations, the Focused Analysis Area and upcoming consultation.

i. March 31, 2015: Meeting with Region of Halton, Town of Halton Hills, Town of Milton and City of Mississauga

The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. Halton Region indicated their preference for alternative 1C (not alternative 1E). Halton Region also indicated that alternative 1C is more consistent with the findings of the HPBATS study and provides a northern crossing of the Credit River for an east-west connection to alleviate transportation demand within the Hamlet of Norval. The Town of Halton Hills and Halton Region noted that commuters from Georgetown will want access to Highway 401, and traffic relief for the Norval community should be provided. Halton Region indicated that it might require an additional east-west collector road north of Steeles Avenue to serve the planned industrial lands in the area. The Town of Halton Hills noted that their Planning Department will be initiating a land use study for the future employment lands along the Highway 401/Steeles Avenue corridor, and the freeway-to-freeway interchange concepts being developed by the GTA West Project Team will be an important factor.

ii. March 31, 2015: Meeting with Region of York, City of Vaughan, Township of King

The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. The Township of King noted concerns regarding the proposed interchanges along Highway 27. They noted the Town of Nobleton already accommodates a lot of traffic on Highway 27, and an interchange with the GTA West would increase traffic flow within Nobleton. The City of Vaughan noted that Pine Valley Drive does not have good continuity to the north or south, although there has been some potential of it connecting it to the south. York Region noted that Highway 50 should be considered for a full interchange even though it is in close proximity to the Highway 427 freeway-to-freeway interchange. York Region also noted that the GTA West Corridor should extend further east beyond Highway 400 to connect to the arterial road network. City of Vaughan noted that the impact to the employment lands will need to be minimized as much as possible as they are some of the last employment lands to develop. York Region requested that an option with Pine Valley Drive and Weston Road be considered due to the distance between Weston Road and Highway 27, as well as the growing population.

iii. April 1, 2015: Meeting with Region of Peel, City of Brampton and Town of Caledon

The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. The Town of Caledon noted interested in a Highway 410 extension alternative between Alternatives 10B and 10C. The City of Brampton noted preference for the southerly crossing of the Credit River and are looking for a link between Alternatives 1C and 1E. The Region of Peel noted that Embleton Road is not an ideal interchange location because it does not provide connections to existing or planned development. In addition, the region noted that drivers are unlikely to travel south to the Highway 401 to get on the GTA West transportation corridor. They are more likely to use Bovaird Drive. The Region of Peel indicated a preference for interchanges at Steeles Avenue and Bovaird Drive. The City of Brampton noted that they do not want an interchange at Wanless Drive. They would prefer one at Sandalwood Parkway. The Town of Caledon and City of Brampton prefer an interchange at Mayfield Road rather than Mississauga Road because Mayfield Road is considered a goods movement corridor and needs a connection to the GTA West transportation corridor. The Town of Caledon expressed interest in improvements to the Highway 410/Valleywood Boulevard interchange no matter what alternative is chosen for the Highway 410 connection. The City of Brampton noted support for Chinguacousy Road as an interchange location over Creditview Road. There was general agreement for Hurontario Street as a preferred interchange location. The Region requested a freeway-to-freeway interchange from Highway 427 to Highway 50. The Region noted that there is a high volume of traffic from Bolton to Toronto so partial ramps at Coleraine Drive are needed to facilitate to/from the east movement. The project team committed to looking at the feasibility of a full interchange in the Coleraine Drive/Highway 50 area and report back.

iv. May 12, 2015: Highway 50/Mayfield Road/Coleraine Drive Interchanges Working Meeting with the Region of Peel, Region of York, City of Vaughan and City of Brampton

The GTA West Project Team met with the above municipal staff to discuss interchange opportunities in the Mayfield Road/Coleraine Drive/Highway 50 area. The Project Team presented the key challenges to building interchanges in this area and six “starting point” options based on different GTA West and Highway 427 alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. The Region of Peel has tendered the Request for Proposal (RFP) for an EA study to extend Major Mackenzie Drive west of Coleraine Drive and tie into Mayfield Road. The Region expects that a transition to Mayfield Road may be more desirable

(instead of an intersection) because of the anticipated volume of traffic that would continue from Major Mackenzie Drive onto Mayfield Road. Mayfield Road is planned to be widened to six lanes west of the planned Major Mackenzie Drive extension and four lanes east of it. Realigning Coleraine Drive to the west should be considered in order to accommodate a full-moves interchange. General preference for an interchange at Coleraine Drive over other roads. In general, there is limited opportunity to build an interchange at Coleraine Drive with the northernmost GTA West route alternative. There may be limited opportunity to widen Coleraine Drive north of the GTA West study area. Providing a connection to Highway 50 and Mayfield Road are important. From this perspective, the easterly Highway 427 connection accommodates this better. Consider realigning Highway 50 to the east and Mayfield Road to the south if needed. The GTA West transportation corridor should consider, or at least not preclude, a future Highway 427 extension further north. Vaughan noted a preference for the northerly route option.

v. May 20, 2015: Highway 50/Mayfield Road/Coleraine Drive Interchanges Working Meeting with the Town of Caledon

The Project Team provided an update on the GTA West Study including an overview of the short list of route alternatives presented at PIC #1. It was noted that the Project Team will be completing field work for each of the short listed route alternatives in 2015 and are working towards identifying and presenting a Preferred Route at PIC #2. Following the identification of the Preferred Route, the Preliminary Design would be developed and the EA Report prepared and submitted to the Minister of the Environment and Climate Change for review. It was noted that there is currently no funding commitment for Detail Design and construction.

vi. June 24, 2015: Halton-Peel Working Group Meeting

The Project Team met with staff from the Region of Peel, City of Brampton, Region of Halton and Town of Halton Hills to discuss interchange opportunities in the Halton/Peel boundary Area. The Project Team presented the key challenges to building interchanges in this area and two “starting point” options based on the different GTA West alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. For the north crossing alternative, it was suggested to consider an interchange with the planned realigned Winston Churchill Boulevard / Bramwest Parkway instead of 10th Line. For the south crossing alternative, there was more interest in providing an interchange with the future Bramwest Parkway rather than Winston Churchill Boulevard or Embleton Road. Alternative 1G would impact lands identified by Halton Region as environmental connectivity lands and Halton Region would likely be unable to support it. It was noted that traffic modelling is being used to forecast the utilization of the corridor and interchanges. Microsimulation will be used after the Preferred Route is identified to refine the corridor and interchange design.

vii. June 29, 2015: York-Vaughan-King Working Group Meeting

The Project Team met with staff from the Region of York, City of Vaughan and Township of King to discuss interchange and connection opportunities in the Highway 400 area. The Project Team presented the key challenges to building interchanges in this area and two “starting point” options based on the different GTA West alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. It was noted that the Project Team should consider access to/from Kirby Road as well as King-Vaughan Road; as an improvement to the proposed partial interchange at Weston Road, consider an A-loop for the S-W ramp; consider carpool lots at all interchanges; Investigate options such as collector roads, service roads, and basketweaves to provide access to King-Vaughan Road, Kirby Road, and both Service Centres; York Region’s expectation is for interchanges to be provided every two kilometres in urban areas; the Project Team should avoid precluding a mid-block collector connection (flyover) between Pine Valley Drive and Weston Road (Block 42); the transitway could connect to the proposed GO station on Kirby Road (Barrie GO Line).

viii. August 14, 2015: Caledon-Peel Highway 410 Alternatives Meeting

As a follow-up to the meeting with Mayfield West Phase 2 Landowners Group on August 5, 2015, the GTA West Project Team met with the above municipal staff from the Region of Peel and the Town of Caledon to further identify opportunities and constraints for route alternatives for a new extension of Highway 410 near Heart Lake Road. The Town of Caledon presented information regarding an independent evaluation carried out by Caledon staff for the GTA West Corridor through Caledon and including Highway 410. In section 10, the Town proposed an alternative (10T1) that in part uses the existing alignment of Heart Lake Road. This alternative would permit reasonable sized blocks on both sides of the proposed Highway 410 extension to be developed as employment lands. Caledon Council approved the report with one exception: the report should clearly identify the Town’s preference for MTO to continue to use the existing Highway 410/Hurontario Street alignment. The report also requested that agriculture be established as a factor group along with natural environment, socio-economic/land use environment, cultural environment, and transportation. The Town also indicated a preference for a full-moves interchange with Coleraine Drive instead of Mayfield Road in Section 6. Regarding agriculture, the project team advised that it does not need to be assigned its own factor group to be given a weighting appropriate to its importance in the study area for two reasons. First, impacts to agricultural operations are not limited to agricultural resources (land), but also include impacts to agricultural businesses and farm residences. Secondly, the evaluation will be undertaken using the “reasoned argument method”, which allows flexibility to emphasize different criteria as most appropriate throughout the study area and identify the criteria and features that will

distinguish the alternatives from each other. With respect to option 10T1, the Project Team indicated that, within the context of the EA, they cannot remove Heart Lake Road without replacing the access and connectivity that it currently provides. The Town acknowledged that the project team must identify a replacement for Heart Lake Road if it is impacted.

IV. October 16, 2015: Follow-Up Municipal Meeting Regarding Interchanges

The GTA West Project Team met with staff from the City of Brampton, Region of Peel, City of Vaughan, Region of York, Town of Caledon, Town of Halton Hills, Township of King, and the Region of Halton regarding previously identified interchange opportunities in the GTA West study area. The purpose of the meeting was to provide an update on the working group sessions that were held from May to August 2015, present an overview of the findings regarding interchanges (which incorporated the feedback from the working groups) and to present municipalities the interchanges that were carried forward to the evaluation of route alternatives. The group also discussed the consultation strategy for PIC #2. The Project Team noted that the impacts/changes to municipal road structures as a result of the GTA West interchanges will be better defined once the Preferred Route is selected and Preliminary Design is underway. At this Stage of the study the issue of cost and funding cannot be answered. The group discussed how feedback was considered with respect to the interchange at 10th Line versus 5 Sideroad. Regarding the west section of the study area, the Project Team noted that there will be a freeway-to-freeway interchange in the Highway 401/407 area. It is a very complex area. It would be challenging to provide full access north of Steeles Avenue. Partial access may be possible, but this is not a part of the current GTA West plan. The project team is trying to provide access at Winston Churchill Boulevard and Trafalgar Road to provide local access. Peel Region did not see merit in the Winston Churchill Blvd interchange, but Halton Region supported the Winston Churchill interchange subject to the Winston Churchill realignment occurring. The Project Team noted that they are not identifying an interchange at Sandalwood Pkwy at this time. An interchange at this location was screened out due to less than desirable spacing; however, the current project will not preclude it as a potential option in the future if there is municipal interest. It was also noted that Winston Churchill Boulevard was the selected interchange for the southern alternative route, but this will not preclude the potential for an interchange connecting to BramWest Parkway in the future. For the east section, it was confirmed that an interchange at Pine Valley Drive would not be carried forward. The interchanges presented at the meeting represent locations that fit with the GTA West corridor needs, are compatible with municipal plans and interests (where feasible), do not create major conflicts with existing infrastructure and allow for flexibility and refinements as the study moves forward. The project team needed to make these decisions to move forward with the evaluation. Currently only interchange locations are identified. Exact configurations will evolve through the Preliminary Design and municipalities will be involved in that process. The project team heard feedback about some specific concerns

regarding the interchanges but overall there was general acceptance of the interchange spacing and locations.

Note: study suspension from December 2015 – June 2019.

V. Preliminary Design Municipal Workshops

Once the Project Team confirmed the Preferred Route in August 2020, they embarked on quarterly Preliminary Design municipal workshops with all of the municipalities in the Route Planning Study Area to help advance the design and ensure municipal interests are considered in the process. These meetings are another opportunity for the municipalities to help shape the development of the Preliminary Design and work towards optimal integration of provincial and municipal infrastructure.

i. PreDesign Municipal Workshop Round #1

PreDesign Municipal Workshop Round #1 occurred in October 2020. The Project Team met with York Region, City of Vaughan, and Township of King staff on October 21, 2020; Halton Region and Town of Halton Hills staff on October 22, 2020; and Peel Region, City of Brampton, Town of Caledon, City of Mississauga staff on October 28, 2020. At this first round of meetings, the GTA West Project Team provided an overview of the Preferred Route and 2020 Focused Analysis Area, environmental field investigations and consultation process. The group then discussed Preliminary Design considerations such as design criteria elements (standards and best practices), existing and future road network, existing and proposed developments, integration of the GTA West Corridor (proposed and future interchanges, crossing roads, transit, active transportation), traffic modelling, and project schedule.

ii. PreDesign Municipal Workshop Round #2

PreDesign Municipal Workshop Round #2 is scheduled for February 22, 2020 with Halton Region and Town of Halton Hills staff; February 24, 2021 with York Region, City of Vaughan, and Township of King staff; February 26, 2021 with Town of Caledon staff; and February 26, 2021 with Peel Region staff. A meeting is being set up with City of Brampton staff. In consideration of the information and comments provided at the first round of meetings, the Project Team developed the Preliminary Design to a 30% level of detail. The second round of meetings was set to continue the consultation process and discuss the consultation to date, road design and cross-section elements, potential changes to the future road network (2031 vs 2041), land development, and the project schedule.

iii. Future PreDesign Municipal Workshops

PreDesign Municipal Workshops will be held approximately quarterly or as needed to help advance the design and ensure municipal interests are considered in the process.

VI. Other Municipal Meetings

The GTA West Project Team held meetings with municipal staff at various points during the study to have targeted discussions about specific issues.

i. March 24, 2014: Meeting with City of Brampton staff, North-West Brampton Heritage Heights Landowner Group and Credit Valley Conservation

The City of Brampton provided a planning status update for the Heritage Heights

Community including current policy considerations, component study status, a review of the Preliminary Land Use Plan, and targeted timelines for secondary plan approval. The City also provided an update regarding the Heritage Heights Transportation

Master Plan including the third and final PIC being planned for May 2014 with study completion in June 2014. The GTA West Project Team provided an overview of the GTA West Study.

ii. June 13, 2014: North West Brampton Area 47 Working Group Meeting

The GTA West Project Team met with the North West Brampton Area 47 Working Group to discuss the status of the GTA West Study and the potential implications on the proposed development.

iii. September 8, 2015: Meeting with Region of York, City of Vaughan and HDR about the North Vaughan Transportation Master Plan

The GTA West transportation corridor will have a significant influence on the future transportation network in the NVTMP Study Area. Coordination is required between the NVTMP, the GTA West EA, and the ongoing York Region TMP Update. The possibility of an easterly extension of the GTA West Corridor east of Highway 400 to Jane Street has not been considered by MTO. There was a discussion about the merits of having this easterly extension to provide a connection with a possible Mid-York East-West Corridor, such as providing more east-west network continuity and providing an alternative route for the Transitway to terminate at King or Kirby GO Stations. MTO will be starting the evaluation of the alternative alignments/routes and interchange locations. MTO is planning to take the preferred alignments and interchange locations to the public in early December.

iv. October 17, 2019: Workshop with Region of Peel, City of Brampton, and Town of Caledon to Discuss Options for Coleraine Drive Interchange

The Project Team met with staff from the Region of Peel, City of Brampton, and Town of Caledon to discuss options at the Coleraine Drive Interchange given development in area moved forward during the time the study was suspended. This was an initial meeting to discuss the issues and the Project Team left with an action item to develop multiple new options for the area which would be later presented to the group for comment.

v. November 28, 2019: Coleraine Drive Interchange Alternatives Meeting with the Town of Caledon, City of Brampton and Peel Region

The Project Team provided several interchange design concepts for the GTA West/Coleraine Drive/Mayfield Road interchange including advantages and disadvantages, for information purposes. The purpose was to determine the key criteria and objectives in evaluating interchanges at this location. The question and answer period included discussions about geometric standards, how the proximity to the Highway 427 freeway-to-freeway interchange impacts the alternatives, how the Region of Peel's A2 Road Extension should be considered a fixed constraint, and how a Staff Report will be drafted and provided internally for review and brought to Council for their input on the key concerns in the area.

vi. May 8, 2020: Post PIC #2 Meeting with York Region and the City of Vaughan about Section 8

The Project Team received a significant amount of feedback regarding Section 8 of the Route Planning Study Area based on the information presented at PIC #2. The comments on Section 8 addressed a range of issues, including:

- City of Vaughan Council supported Alternative S8-1 and was concerned about impacts to the North Kleinburg-Nashville Secondary Plan (SP).
- York Region Council requested an alternative be considered that avoids the community areas in North Kleinburg-Nashville Secondary Plan.
- Township of King supported the Draft Technically Preferred Route S8-3.
- Kleinburg and ree Ratepayers Association did not support Alternative S8-3.
- MNRF and TRCA noted impacts on natural heritage features, and MNRF provided some refinement suggestions.

Due to this mixed feedback from key stakeholders, the Project Team took additional time to analyze the alternatives in Section 8 to fully understand their advantages and disadvantages before confirming a Preferred Route in this section. As part of this process and given the close inter-relationship between Sections 7 and 8, additional alternatives (S7-13 / S8-4 and S7-14 / S8-5) were generated and carried forward for

evaluation. The additional alternatives were developed to try and address stakeholder issues to the greatest extent possible, and:

- Reduce impacts to existing communities and the community area in the North Kleinburg-Nashville Secondary Plan area.
- Minimize impacts on natural heritage features, particularly the Main Humber River crossing.

In Section 8, Alternatives S8-4 and S8-5 were then compared to the previously identified Draft Technically Preferred Route of S8-3. In Section 7, Alternatives S7-13 and S7-14 were then compared to the previously identified Draft Technically Preferred Route of S7-3. To further the rigor of this process, the Project Team met with staff from York Region and City of Vaughan on May 8, 2020 to review the Section 8 assessment and evaluation from PIC #2, the feedback received, the new alternatives developed, policy considerations, the evaluation process for the new Section 8 alternatives and the preliminary evaluation summary, and then gather their input on the new alternatives. The results of this additional evaluation resulted in a Preferred Route of S7-14 and S8-5.

vii. May 22, 2020: Meeting with Town of Caledon Regarding the Options for the Highway 410 Extension

The Project Team met with staff from the Town of Caledon to review the Draft Technically Preferred Route in Section 5, Caledon's comments, and to discuss mitigation opportunities in this area. The group discussed the key constraints for a new Highway 410 alignment, the Town's preference for Option 10T, how the alternatives would impact development lands as well as the Abbotside Way and Dougall Avenue extensions. The Project Team presented 3 mitigation opportunities to the Town for comment.

viii. May 27, 2020: Region of Peel's Meeting about their Bovaird Drive Project from west of Heritage Road to Mississauga Road

The Region of Peel hosted a meeting with the GTA West Project Team to initiate design coordination between the Region's project and the GTA West Study and to identify opportunities to coordinate design and minimize throw-away costs. It was noted that there is an opportunity for the Region to modify the road geometry (including alignment/profile, cross-section, and layout) with input from the GTA West design team.

ix. June 9, 2020: Meeting with Peel Region, Town of Caledon, City of Brampton and City of Mississauga about the Coleraine Drive Interchange

The GTA West Project Team provided an overview of why Section 6 of the Draft Technically Preferred Route was revisited, the 5 options for Section 6 east of The Gore Road, the preliminary assessment of benefits and challenges associated with the

options, sought preliminary feedback from the municipal staff in attendance from Peel Region, Town of Caledon, City of Brampton and City of Mississauga, and discussed the next steps towards confirming a Preferred Route and interchange locations in this section.

x. June 10, 2020: York Region and City of Vaughan Meeting about Pine Valley Drive

The GTA West Project Team met with staff from York Region and City of Vaughan to discuss their request for an interchange at Pine Valley. The group discussed the feasibility of Pine Valley Drive as an interchange as a future municipal initiative but that the interchange would not be provided as part of the GTA West Study. When the 2020 Focused Analysis Area was confirmed in August 2020, the FAA was expanded to account for potential refinements at the Pine Valley Drive location during the preliminary design phase.

xi. November 30, 2020: Preliminary Design Meeting with City of Mississauga

The GTA West Project Team provided an overview of the study including an overview of the Preferred Route, 2020 Focused Analysis Area and key consultation undertaken since the Preferred Route announcement in August 2020. The GTA West Project Team also reviewed the existing and future road network conditions for Ninth Line, as well as Preliminary Design considerations for the Highway 401/Highway 407 ETR interchange (drainage features and transitway connection opportunities). The City of Mississauga confirmed the ultimate design for Ninth Line, and the group discussed transit connection options at the Highway 401/407 ETR interchange including the City's preference for the transitway to go to the Lisgar Station instead of Argentia Road. The City noted the property west of Ninth Line, both north and south of Argentia Road, may not be designated as open space currently; however, it is planned to be designated as park land soon. The parcel of land south of Argentia Road is designated as part 4 under the Ontario Heritage Act (OHA) with a heritage structure on the property. It was also noted that there is a fire station and training facility planned for the parcel of land east of Ninth Line, north of Argentia Road. The City will incorporate the 407 transitway corridor and the design of the GTA West corridor into these preliminary concepts.

xii. December 8, 2020: Meeting with City of Brampton about the Heritage Heights Boulevard Concept

The GTA West Project Team met with staff from the City of Brampton to discuss the City's proposed Heritage Heights Secondary Plan concept, which includes a boulevard to replace a portion of the GTA West Corridor currently in development by the province. Both the City and the province were provided with opportunity to provide details of their studies. It was acknowledged that the City's concept was endorsed by Brampton City Council on August 5, 2020 and confirmed in a resolution passed by City Council on

September 30, 2020. Following the meeting, the GTA West Project Team completed a careful review of the proposal put forward by Brampton and confirmed in writing in January 2021 that the boulevard concept proposed is not compatible with the functional and operational objectives which the province has identified for the GTA West Corridor, and the ministry is not able to support the proposal. This GTA West Corridor will move a large number of people and large volumes of commercial goods, with forecasted 2031 AADT of 81,000 vehicles and estimated peak hour volumes through Heritage Heights of 9,000 vehicles. This volume cannot effectively be accommodated on an arterial roadway with at-grade intersections. In order to provide a high level of service for both the highway and the transitway, a controlled access facility designed for high speed operations is required. This facility will service the GTA as well as Guelph, Kitchener, Waterloo and beyond.

In contrast, the boulevard is intended to create a space that will accommodate a complex mix of uses in a streetscape that promotes all modes of transportation including pedestrians, cyclists, motorcyclists, cars, transit vehicles and light and heavy trucks. This environment provides a combination of highly accessible street fronts while moving a complex array of people and goods. Out of necessity for public safety and access, this facility would have to operate at a low speed and with controlled at-grade intersections commensurate with the local environment. This is fundamentally different in both function and operation than the high-speed operations and controlled access required in the GTA West Corridor.

As a controlled access highway, the GTA West corridor must meet Provincial standards for design and operating speed, access, interchange design and separation, and other 400-series highway geometrics. Geometric and other design features, including horizontal and vertical alignments, pavement cross sections, clear zones, interchange configurations and access restrictions, have been selected to maximize the safety of the highway while maintaining its efficient operation. The GTA West project team is concerned about operations with respect to the speed differential transitions between the GTA West multimodal transportation corridor (posted at 100 km/h) and the Heritage Heights Boulevard, and the ability to move the projected volumes through the corridor.

For these reasons, the City's proposed boulevard concept does not meet the Province's capacity or operational requirements for this corridor and cannot safely accommodate the travel demands addressed by the planned GTA West Corridor. Therefore, the ministry cannot support this boulevard concept proposed by the City.

The Province is committed to completing the GTA West EA to help address future local, inter-regional and provincial travel demand. The GTA West Transportation Corridor is vital transportation infrastructure covering York, Peel and Halton regions. It will help

meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe and will deliver multiple benefits including greater connectivity between growth centers, enhanced people and goods movement and greater economic vitality.

The Project Team committed to continuing to meet with the City's land and transportation planning staff to discuss mutual objectives and to determine if there are accommodations within the design to support the success of both projects.

xiii. December 11 and 17, 2020: York Region and City of Vaughan Preliminary Design Meetings

The GTA West Project Team met with staff from the York Region and the City of Vaughan to discuss future posted and design speeds on their municipal roads crossing the GTA West corridor.

xiv. January 27, 2021 and February 5, 2021: Region of Peel SP47 Meetings about A2 Road Alignment

The purpose of these meetings was to discuss the Region's proposed A2 Road alignment within SP47 and its potential impacts to the GTA West Preferred Route. MTO previously asked the SP47 team to investigate a potential shift of the A2 alignment to the west of the SP47's Preferred Route along Mayfield Road to eliminate some constraints with the GTA West Preferred Route. The Region developed three new alternatives and conducted a high level assessment: MTO will update their senior management on this issue and then provide a response to the Region. If the Region proceeds with the current option, the ministry will present the constraints with GTA West that need to be accommodated in the Region's design.

The GTA West Project Team continues to engage with municipal staff and Councils as the study progresses through the Preliminary Design phase of the study.

5.7. ENGAGEMENT WITH TECHNICAL STAKEHOLDERS

I. Preliminary Long List of Route Alternatives Agency Meetings

The Project Team met with staff from the various agencies to seek input on the preliminary long list of route alternatives. The Project Team would benefit from the local understanding and context that conservation authority and agency staff can provide.

i. August 26, 2014: Meeting with MNR, TRCA, CVC, CH

A meeting was arranged to confirm area environmental features as they relate to the GTA West Corridor preliminary long list of route alternatives. The Project Team would benefit from the local understanding and context that Conservation Authority and MNR

staff can provide. The wetland north of the current terminus of Highway 410 is considered a Provincially Significant Wetland (PSW), given it is a part of the Heart Lake Wetland Complex. TRCA noted that many environmental studies, such as the Mayfield Lands MESP, were completed as part of the secondary planning in the Mayfield West area. Attendees noted that some watercourses contain Red Side Dace. Red Side Dace is listed as endangered, so the Project Team was encouraged to cross creeks / rivers where their presence is known to be less. MNRF noted the presence of the Norval Quarry and indicated the surrounding area (Heritage Road/Winston Churchill/Bovaird/Wanless) is known for its Queenston shale deposits. Floodplains and meander belt should be considered in the evaluation. The Project Team should consider alternatives to salt use. Natural Environment and Agricultural factors should be considered to be of more importance than Land Use factors. Based on preliminary observations, the TRCA noted that the most southerly crossing of the Humber River is most preferred, while the northern alignment was ranked second. The northern routes in Caledon impact headwater drainage features. The most northerly crossing of the Lindsay Creek is preferred. The most preferred new Highway 410 connections for the TRCA are those that cross west of the Heart Lake PSW. Route alternatives east of 9th line are preferred for CVC. CH noted that an open bottom crossing would be required at Sixteen Mile Creek and that erosion thresholds will need to be considered at this location. When reviewing stormwater management opportunities, infiltration options and at-source opportunities should be explored. The Nashville Resource Management Tract Trail Plan indicates a trail plan and management zones along the main branch of the Humber River. The eastern Highway 427 connection was preferred by TRCA.

ii. August 27, 2014: Meeting with OMAFRA

A meeting was arranged to confirm area agricultural features as they relate to the GTA West Corridor preliminary long list of route alternatives. The Project Team would benefit from the local understanding and context that OMAFRA staff can provide. OMAFRA noted that when screening from the long list to the short list, the following should also be taken into account: the number of impacted active farm complexes / significant operations, and consideration of lot lines; routes that follow lot lines and limit farm fragmentation are preferred. Issues of importance to OMAFRA are protecting Prime Agricultural Lands (CLI Classes 1-3 lands and Specialty Crop Areas) and preserving farm operations. OMAFRA suggested the Project Team should explore the possibility of the transitway component of the study being a separate route from the highway component to potentially reduce the width of the ROW in some areas. OMAFRA noted that it is often harder to relocate a farming business versus other types of businesses, and farm business locations are also often the home of farm families. Farms require the appropriate land, size, buildings, equipment, infrastructure, etc. to be viable. OMAFRA noted that alternative accesses for farm vehicles should be provided, particularly if farm

operations are fragmented. Long-term nursery operations where nursery stock is grown on site should be protected over short-term/temporary facilities. Generally, the smaller the number of diagonal crossings of a route, the better from an agricultural perspective.

II. April 30, 2014: Development Applications Meeting with Ministry of Municipal Affairs and Housing

A meeting was arranged to discuss a number of planning applications and proposals within the GTA West study area with MTO, MMAH staff to determine an appropriate strategy for addressing the issues. Specific developments were noted such as Osmington Brampton, Mayfield Secondary Plan, Bolton Expansion Area, Vaughan Area 637, Mayfield West Phase 1, and Halton ROPA 38.

III. May 27, 2014: Canadian Environmental Assessment Agency, Ministry of the Environment Coordination Meeting #1

A meeting was arranged to discuss Stage 2 of the EA Study including some of the key challenges like land development pressures, parallel work by others, evolving policy, staged release of lands, addressing Greenbelt plan requirements, and moving forward with multiple planning processes. The group discussed the consultation program for the EA Study and it was agreed that effort should be made to coordinate timing for completion of the provincial and federal EAs – e.g. aligning the schedules for final provincial EA report and final EIS. The following areas of potential federal interest, under CEAA 2012 and from a permit / approvals perspective, were noted: impact to Federal lands, Navigation Protection Act (there were no listed waterways at the time), Federal heritage designations/features, fisheries, railways, pipelines, species of conservation concern, and migratory birds. Towards addressing the federal duty to consult, the Project Description will help to identify communities that federally are believed to be potentially impacted. The list of communities identified federally is often similar to the list identified provincially. Consideration should be given to aligning consultation/engagement efforts both for efficiency and to reduce the potential for consultation fatigue. It was also noted that Hydro One anticipates commencing an Individual EA addressing a new hydro corridor. Hydro One has expressed the desire to build the corridor alongside the transportation corridor being identified by the GTA West study. MOE confirmed that it is appropriate and necessary that Hydro One complete their study as a separate Individual EA (starting with development of the Terms of Reference). As a result, while there are interactions, the Hydro One and GTA West studies are separate studies.

IV. November 14, 2014: Canadian Environmental Assessment Agency, Ministry of the Environment Coordination Meeting #2

A meeting was arranged to provide milestone updates regarding the GTA West Study prior to PIC #1. The timeline of the Federal EA process was discussed, assuming that the Preferred Route alternative will be identified by the end of 2015: early 2016 submit Project Description

after PIC #2; early 2016 CEAA Agency issues Environmental Impact Statement (EIS) Guidelines for the project (typically occurs 3-4 months after submission of the Project Description); 2016 prepare EIS as the Project Team proceeds with Preliminary Design; and 2017 EIS submission.

V. February 18, 2015: Meeting #1 with TransCanada Pipelines, CanACRE and Lura Consulting

The Project Team provided an overview of the GTA West Study including the short list of route alternatives and potential interchange locations, the Focused Analysis Area, and next steps in the study. TransCanada provided an overview of the Vaughan Mainline Expansion (VME) Project, including the purpose of the project, and commercial context and drivers. The National Energy Board (NEB) approval process was described as it relates to a Section 58 application. TransCanada indicated that the VME Project is in the very early stages and will begin broad stakeholder engagement after presenting to Vaughan Council on March 10, 2015, as per their request. MTO indicated that the 14m setback applies to both sides of the right-of-way.

VI. March 12, 2015: Meeting #2 with TransCanada Pipelines and Stantec

The Project Team inquired if the National Energy Board application date could be postponed until a Preferred Route was chosen for the GTA West corridor. It noted that as an intervener, the Ministry would be able to comment on the route once it has gone through the application process, therefore it would be preferable to delay the VME project a few months before the application to the NEB. TransCanada noted that even a few months delay is significant on a project with a short timeline, and that by trying to mitigate the conflict points, both projects will be able to move forward. After the meeting, TransCanada provided a response letter to MTO on March 17, 2015 indicating that they considered the request to delay finalizing the VME pipeline route until the GTA West Project Team has identified the Preferred Route, but were unable to accommodate this request due to the constrained schedule to implement the VME project.

VII. April 8, 2015: Meeting #3 with TransCanada Pipelines, Stantec, Lura Consulting, and CanACRE

The Project Teams discussed the progress of their respective projects. TCPL noted that they have sent out the notification packages to all properties within 1 km of their Preferred Route as well as affected agencies. They have received some inquiries from the public on the coordination between the two projects. The GTA West Team also noted that PTE's have been sent out to property owners and have not had any specific questions related to the TCPL project. TCPL noted that their PIC is planned for May 13 and the GTA West Team suggested that a GTA West display board could be provided at the TCPL PIC with a representative from the GTA West Project Team present to answer any question regarding that project. The GTA West Team noted that the King Vaughan Connection (KNC) line appears to go under the existing design for the 427 extension to Major MacKenzie, and then connect to the existing east-

west line. The GTA West Team reviewed the alignment of the Vaughn Mainline Expansion (VME) just north of the 427 / Major MacKenzie interchange as it relates to the two route alternative extensions of Highway 427. It was noted that the VME Preferred Route extends west to the hydro corridor, and then runs north along the hydro corridor. The VME route would have multiple potential conflicts with 427 A (which crosses the hydro corridor). The VME route would have an almost perpendicular crossing of the 427B route, which runs north along the east side of the hydro corridor. The GTA West Team noted that if the VME route would head north from the southern starting point, and then west to the hydro corridor, it would avoid the potential conflicts with route 427 A, and would maintain a good crossing of route 427 B, based on information known to date. TCPL noted that they would review these refinements.

VIII. April 24, 2015: Toronto and Region Conservation Authority Board of Directors Delegation

The GTA West Project Team presented a study update following PIC #1 for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study to the Toronto and Region Conservation Authority (TRCA) Board on Friday April 24, 2015. The Project Team was allotted 10 minutes for a presentation followed by an open question period.

Questions revolved around the length of the study, why the transitway is not envisioned to carry heavy rail, that the GTA West Study is currently not funded, the sources used to identify agricultural lands, and concern about fragmentation of agricultural properties.

IX. May 11, 2015: Meeting #4 with TransCanada Pipelines, Stantec, and Lura Consulting

TCPL inquired if there was additional detail about the location of the interchange ramps of the GTA West and Highway 427, and where the GTA West corridor would be crossing the hydro corridor. The GTA West Team noted that additional details were not available at this time. TCPL inquired if there was a preference for either the 427 east or west routes. The GTA West Team noted that there was no preference at this time, and that the assessment will be done in September. TCPL inquired about the location of the Transitway along GTA West and Highway 427, and the Transitway Stations. GTA West Team noted that the location of the Transitway had not been assessed at this time. Once the Preferred Route and interchange locations are decided, the location of the Transitway and Transitway Stations will be assessed. TCPL noted that the KNC project was getting close to the end and that the NEB will have 90 days to review the submission. TCPL is looking to start construction by mid-August, however the NEB will still set conditions based on their review. There could be potential for delays that could postpone construction into 2016. The Project Teams discussed the VME project. TCPL noted that they are about a year from submitting the application and getting final NEB approval to proceed. The GTA West Team discussed the evaluation process, noting that impacts of each route with the pipeline will be noted in the assessment of each route. TCPL noted that they could provide the GTA West Team with an assessment of our routes with respect to the pipeline.

X. May 27, 2015: Meeting with the Peel Federation of Agriculture

The GTA West Project Team presented a study update for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study to the Peel Federation of Agriculture at their scheduled meeting on Wednesday, May 27, 2015. The Project Team made a brief presentation followed by an open question period. The question and answer period revolved around issues such as the need to be sensitive to the needs of farmers when sending permission to enter requests, concern that the corridor will be a barrier between different sites of farm operations, concern about high mast illumination impacting crop growth, concern about properties being landlocked and how the Project Team would provide access, concern about alternatives that cut diagonally across lot lines, construction timelines, the impression that impacts to agriculture are second to the natural environment, and an inquiry about setback requirements.

XI. May 28, 2015: Meeting with the Peel Agricultural Advisory Working Group

The GTA West Project Team presented a study update for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study to the Peel Agricultural Advisory Working Group at their scheduled meeting on Thursday May 28, 2015. The purpose of the presentation was for the GTA West Project Team to provide an overview of the study and work completed since Public Information Centre #1 and acquire input from the Peel Agricultural Advisory Working Group. The Project Team was allotted 15 minutes for a presentation followed by an open question period. The question and answer period revolved around issues such as what would happen to the existing Highway 10/410 if a new Highway 410 extension was selected, if the Valleywood community was considered in the evaluation of alternatives, what the per kilometer cost of the GTA West corridor is, timing of construction, concern about movement of farm vehicles on both sides of the corridor and across the corridor, if any roads would be truncated at the corridor, and at what points in the study mitigation is considered.

XII. June 15, 2015: Environment Canada Meeting about the EcoGift Program

The GTA West Project Team met with staff from Environment Canada to seek information regarding the Ecological Gifts Program – specifically the criteria used to certify that lands are ecologically sensitive, how to identify Ecological Gifts lands, opportunities to share information about Ecological Gifts lands, and the land transfer process for Ecological Gifts lands. Environment Canada determines if candidate properties are ecologically sensitive and meet the criteria for certifying lands, assesses the fair market value of ecologically sensitive lands, certify participants (e.g. land trusts), and oversee the land trusts that are recipients of Ecological Gifts lands. The land trusts in turn ensure that the conditions set on Ecological Gifts lands are adhered to. The Project Team noted that the only way the GTA West Project Team would be made aware that a property is an Ecological Gifts property, is for a property owner to self-identify. The GTA West Project Team noted that they are going through a rigorous process to

document the conditions on properties within the study area, and this is based on secondary source information (e.g. from Ministry of Natural Resources and Forestry, conservation authorities, municipalities, etc.), field investigations, and consultation with stakeholders and property owners. Since there is no way to consider Ecological Gifts lands in the study (unless an owner self identifies and shares information about the property), the team will base the evaluation of the route alternatives from a natural environment perspective on the project team's assessment of the ecological value. Although Environment is unable to disclose the location of the Ecological Gifts land that is located within the GTA West study area, Environment Canada noted that Alternative 7F (I.e. western part of alternative S8-1) is of potential concern to the program.

XIII. June 19, 2015: Drainage meeting with the Toronto and Region Conservation Authority

The purpose of this meeting was to update the status of water resources and fluvial works, discuss fluvial and stormwater management approach, clarify availability of data and the data request process, and discuss water resources/fluvial related comments in TRCA's March 3, 2015 letter. The Project Team noted that if there is no permission to enter, the fluvial team will have to surrogate data from remotely collected information. TRCA noted their Crossing Guidelines for Valley and Stream Corridors is in progress. TRCA also recommended conducting erosion assessment and defining erosion thresholds for storm management facility discharge target. The Project Team identified some challenges of the stormwater management pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more appropriate for this undertaking. TRCA indicated that the flooding control and water quantity criteria established by TRCA should be met and that structures must be sized to ensure safe passage of the Regional Storm with no adverse impacts to upstream water levels outside of MTO ROW.

XIV. July 6, 2015: Meeting #5 with TransCanada Pipelines, Stantec, and Lura Consulting

TCPL noted that their NEB filing date remains for Q3 2015, and they are targeting an in-service date of quarter 2 in 2017. TCPL inquired if there was a preference in the GTA West or 427 routes. The GTA West Team noted that there was no preference at this time, and that the evaluation of routes will be completed in September. TCPL noted that the pipeline alignment will be shifted at the south end, just north of Major MacKenzie Drive to accommodate either of the Highway 427 routes alternatives. The pipeline will extend north from the existing terminus point and then west to the hydro corridor. This should avoid the 427 A route option and provide a perpendicular crossing of the 427 B route option. In addition, the pipeline route on the east side of the project (near Kipling Avenue) has changed and now is diagonal to MTO's 8D option. This crossing will be a horizontal direction drill (HDD).

XV. July 23, 2015: Drainage meeting with Credit Valley Conservation

The purpose of this meeting was to provide an update on the project status; discuss the fluvial and stormwater management approach; clarify data availability and the data request process; share the experiences from the previous projects; and receive input from CVC staff for the route alternative evaluation. CVC noted they would provide PDF copies of floodplain mapping and digital models of hydraulics (HECRAS). Rather than providing the watershed hydrologic model (GAWSER), CVC would provide unit flow rates and peak flow rates at the different nodes. The Project Team noted that if there is no permission to enter, the fluvial team will have to surrogate data from remotely collected information. CVC recommended the design team to follow the Credit Valley Conservation Fluvial Geomorphic Guidelines. The Project Team identified some challenges of the stormwater management pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more appropriate for this undertaking. CVC indicated that generally for the drainage areas larger than 5 ha, they should be designed to meet both quantity and quality criteria; for the areas less than 5 ha, the linear-featured SWM facilities could be applied.

XVI. August 4, 2015: Drainage meeting with Conservation Halton

The purpose of this meeting was to provide an update on the project status; discuss the fluvial and stormwater management approach; clarify data availability and the data request process; share the experiences from the previous projects; and receive input from CH staff for the route alternative evaluation. The Project Team noted that if there is no permission to enter, the fluvial team will have to surrogate data from remotely collected information. CH staff indicated that the movement of creek and the potential scour problem at each crossing might need to be identified in the EA stage. CH recommended the shorter crossings if possible. CH staff indicated that the presented fluvial approach is generally acceptable. CH recommended that the minimum span of crossing should be larger than 3 times of bankfull width and given that long watercourse crossings might be required for the proposed highway, the openness ratio should be considered for the wildlife traversing the roadway. The Project Team identified some challenges of the stormwater management pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more appropriate for this undertaking. CH staff indicated that enhanced water treatment is required for the watershed and to consider thermal impacts to coolwater systems. With regards to water balance, CH staff indicated they would like to see a consistent approach with CVC and TRCA. CH indicated the Alternative 1C will require re-alignment of approximately 750m of regulated watercourse (Tributary of East Sixteen Mile Creek). This watercourse has approximately 200 ha drainage area. Alternative 1E will encroach/ cross the main branch of East Sixteen Mile Creek which has approximately 2000 ha drainage area.

XVII. August 10, 2015: Meeting #6 with TransCanada Pipelines, Stantec, and Lura Consulting

TCPL noted a change in their pipeline alignment where it crosses the GTA West corridor in Section 8. The alignment now crosses at more of an angle. The Project Teams discussed the possibility of sharing borehole data but noted they would need to seek permission from property owners. TCPL requested information on MTO's crossing agreement process including a list of typical highway construction equipment and their associated weights. With respect to the Highway 427 area, it was noted that in general, the GTA West Highway 428 extension west of the hydro corridor (route 427A) would have fewer conflicts with the VME pipeline than the Highway 427 extension east of the hydro corridor (route 427B). TCPL also noted that they have been undertaking Stage 2 archaeological investigations near the Humber River and that the fieldwork is near complete. TCPL also noted that they anticipate filing their application to the NEB in early October 2015. Once the application is filed, they will notify their stakeholders and the NEB will review if the application is complete and then proceed to review the application in detail. There is an anticipated in-service date for June 2017. TCPL noted that there is room for minor adjustments to their alignment if the Draft Technically Preferred Route for GTA West, scheduled to be released at PIC #2, resulted in significant potential impacts.

XVIII. August 19, 2015: Meeting with OMAFRA about Field Results

The purpose of the meeting was to provide an update on the study. The Project Team provided a summary of findings from fieldwork and through discussions with farmers in the area (PICs and Agricultural Survey). It was noted that not a lot of input was received from farmers in Section 2 of the Study Area. The majority of farmers north of Highway 410 who provided comments were mostly concerned about access to their lands, not necessarily commenting on the route location. Some farmers in Section 5 have voiced their disagreement with the project. In general, from the field investigations completed to date the majority of farmers prefer the northern route alternative. The field work findings also confirm that there are smaller farming/agricultural operations in the west and east ends of the study area, and that the largest farming operations are in the central section of the study area. The next steps in the study include the evaluation of the short list of alternatives. The late Fall/Winter PICs in 2015 are anticipated to present the Preferred Route along with interchange locations.

XIX. August 21, 2015: Meeting with MNRF, CVC, and TRCA about Field Results

The purpose of the meeting was to provide an update on the study. The Project Team confirmed that stakeholders will be able to comment on the draft Preferred Route presented at PIC #2. The Project Team reviewed the roll plans and provided an overview of the properties that were sent PTE request letters to conduct the field work. In addition, the team noted the different types of ecological surveys completed and provided an overview of the aquatic sites that were surveyed. A question regarding the success rate of receiving PTE properties was asked. The Project Team responded that approximately 30% of property owners agreed to grant PTE on their properties in ecological areas of interest. The process of requesting the PTE

included sending out a general letter, followed by registered mail to ensure the letters were received and a door knocking campaign in advance of field work. TRCA asked to be notified of any archaeological surveys that may be conducted on TRCA lands since TRCA conducts their own Stage 2 archaeological work on lands they own. The Project Team noted that the Preliminary Design will identify the size of the opening, property requirements and approximate footprint at each structure but the precise size and length of the structures will be confirmed during Detail Design.

XX. August 25, 2015: Meeting with Conservation Halton about Field Results

The purpose of the meeting was to provide an update on the study. The Project Team reviewed the roll plans and provided an overview of the properties that were sent PTE request letters to conduct the field work. In addition, the team noted the different types of ecological surveys completed and provided an overview of the aquatic sites that were surveyed. Conservation Halton asked whether roadside surveys were completed in the Halton area for terrestrial resources and the Project Team noted that there were no roadside surveys carried out for terrestrial resources in 2015 within Halton Region. It was also confirmed that the analysis and evaluation of alternatives is being carried out on a net-effects basis considering the effect after application of mitigation measures.

XXI. November 16, 2015: Meeting with Metrolinx about the Heritage Road Layover

The GTA West Project Team provided an overview of the GTA West Study, and the group then discussed the Heritage site train layover study background, the proximity between the GTA West Study route alternatives and the proposed layover sites, potential future GO train sites, the GTA West study schedule and next steps in the study. The group discussed the short list of route alternatives in the West Brampton area, the Heritage Heights Secondary Plan, GTA West geometric design considerations, the GO train layover TPAP EA and how the potential GO layover sites compared to the short list of route alternatives, and next steps in the studies.

Note: study suspension from December 2015 – June 2019.

XXII. January 9, 2020: Meeting with MNRF and MECP Post PIC #2

The GTA West Project Team provided an overview of the study and an update on project activities, including what has been done to resume the study, the Stage 2 overall process, the Draft Technically Preferred Route, the draft 2019 Focused Analysis Area, 2020 environmental fieldwork and next steps in the study. MNRF asked if wetland evaluations would be completed. The Project Team clarified that unevaluated wetlands would not be evaluated using the Ontario Wetland Evaluation System (OWES). The reason for this is that all wetlands were treated equally in the route evaluations. The boundaries of all wetlands would, however, be delineated in accordance with OWES protocols while staff are conducting Ecological Land Classification (ELC) surveys and mapping. Call surveys by wetland would also be completed, if possible.

MNRF requested that the vegetation community information be completed in OWES and ELC format. The Project Team will record vegetation community data in accordance with ELC protocols, but not in OWES. MNRF asked if any specific Species at Risk surveys were planned. The Project Team noted that this isn't being done at this time, given the large scale of the study. Species at Risk surveys would be done at the Detail Design stage. MNRF provided an overview of how they reviewed the Draft Technically Preferred Route to identify suggested tweaks. A few of the comments are highlighted below:

- Alignment should avoid key natural areas in greenbelt where possible
- The shale in Brampton is the last pocket of usable shale. Most is covered by subdivisions.
- Significant impacts are around the Humber River. This is a regional wildlife corridor, so work should be done to maintain this.
- Noted most critical areas for Redside Dace habitat avoidance.
- Avoid provincially significant wetlands, woodlots and Natural Heritage System Greenbelt Lands.
- MNRF asked if sampling will be done in the Redside Dace areas. The Project Team confirmed that fish collection would not occur in confirmed Redside Dace habitat.

XXIII. January 24, 2020: Delegation to the Toronto and Region Conservation Authority's Board of Directors

The Project Team presented a study update for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study to the TRCA Board of Directors on Friday, January 24, 2020. The Project Team was allotted 10 minutes for a presentation followed by an open question period. Topics raised during the question and answer period revolved around location of the electricity transmission study corridor, request for signage during construction with contact information contractor, that the City of Vaughan's comments on Section 8 be taken into consideration, how watercourses and drainage features were considered in the evaluation of alternatives, when the public will be able to review impact assessment reports, a request for the Project Team to return after confirming the Preferred Route, request to use innovative and advanced technologies to reduce impacts to the environment, inquiry about how active transportation and electric vehicle technologies are being considered in the study, information on traffic forecasting, reassurance that GHG mitigation measures would be considered in the study.

XXIV. January 24, 2020: Meeting with MECP Post PIC #2

The GTA West Project Team provided an overview of the study and an update on project activities, including what has been done to resume the study, the Stage 2 overall process, the Draft Technically Preferred Route, the draft 2019 Focused Analysis Area and next steps in the study. MECP asked if the Project Team is considering the recommendations proposed by the GTA West Advisory Panel Report. The Project Team clarified that the GTA West Advisory Panel

Report was undertaken by an Independent Advisory Panel under the former government. It was noted that the Advisory Panel Report is not considered a direct component of Stage 2 of the GTA West Study; however, it has been reviewed and will be considered feedback by the Project Team. MECP asked if the Project Team anticipates any environmental impacts outside of the identified study area. The Project Team confirmed that generally, the impacts are confined to within the study area, however, some regional impacts that are being considered include changes in GHG emissions and air quality. MECP asked if there will be any Federal agencies participating in the project. The Project Team confirmed that Federal agencies have been consulted and DFO will be participating in the working group meeting with the natural environment disciplines.

XXV. January 30, 2020: Meeting with TRCA, CVC, CH, MECP and DFO Post PIC #2

Agencies were invited to share input on the Draft Technically Preferred Route and draft 2019 Focused Analysis Area. TRCA asked where the background studies are and how it fed into the evaluation matrix. The Project Team responded that each route section alternative was reviewed individually to determine the net effects. The net effects of the route section alternatives were then summarized in comparative tables by section. The evaluation was based on field work results (where PTE was provided), secondary source information and professional expertise. An evaluation workshop was held to work through each section using a reasoned argument approach. TRCA noted that their concerns about the Highway 410 connection due to the Heart Lake Wetland and a woodlot that they have been trying to protect from development. TRCA noted that the Highway 427 site is another area of concern due to Robinson's Creek. Consider wildlife connectivity in route selection/alignment. CVC noted that they will be completing a further review of the TPR. CH noted that Halton is going through Phase 2B of the Premier Gateway Secondary Plan and encouraged alignment with the plan. MECP and MNRF noted they submitted written comments after their January 9, 2020 meeting. DFO noted that they will not assign a staff person to this project until a Request for Review (RfR) is submitted and that DFO will have no further engagement until the permitting stage.

XXVI. October 6, 2020: Meeting with TRCA about Drainage

TRCA recommended that headwater drainage feature assessment should be carried out by using TRCA's headwater drainage feature assessment tool. The specific scope for headwater assessments will be discussed in a subsequent meeting with TRCA. TRCA outlined general requirements from ecological and water resources perspectives, including channel realignment is not supported by TRCA unless justified, LID measures for infiltration and feeding the groundwater system, feature-based water balance is required for wetlands, valley crossing and stream crossing requirements have been previously provided by TRCA, erosion sediment control should comply to TRCA's most up-to-date Erosion Sediment Control guideline, TRCA is looking for no impairment to the natural system including mitigation measures to the impact from salt and oil, stormwater management should be designed for ultimate condition, TRCA is

looking for zero impact on the Regulatory water level beyond the MTO right-of-way, the proposed crossing should span over 100 year erosion limits, the SWM system should be designed for the ultimate 10-lane closed median condition, all drainage features should be identified / confirmed during field investigations, as some minor watercourses may not be in the TRCA database.

XXVII. October 22, 2020: Meeting with OMAFRA

The GTA West Project Team provided an overview of the study including the Preferred Route, 2020 Focused Analysis Area and where changes were made since PIC #2; a history of project agricultural work; an update on agricultural work; an overview of potential impacts and mitigation measures; a summary of the Agricultural Impact Assessment (AIA) requirements for proposed infrastructure; and initiated a discussion about the proposed AIA scoping and next steps in the study. OMAFRA noted that the team's list of work completed to date and the AIA requirements for proposed infrastructure was well laid out, however, the agricultural systems portion still needs to be completed including the agri-food network. The Project Team will need to determine the ripple effect based on impacts to the agricultural system (e.g. if agricultural land is re-designated). The Project Team will continue to integrate the AIA into this Individual EA instead of the AIA being a stand-alone task. OMAFRA agrees as long as all the components are included. A discussion occurred about which lands are considered agricultural. To clarify, if agricultural lands have been purchased and re-designated, then the lands will not be considered agricultural assets. But if lands have been purchased but not re-designated and are still used for agricultural purposes, then they should be considered part of the agricultural land base. The final AIA guidelines should be released in the next few months, tentatively by the end of the year. The final version provides more clarity than the draft version.

XXVIII. November 25, 2020: Meeting with 407 ETR

The meeting focused on the design of the 401/407ETR/GTAW interchange and Preliminary Design issues. 407ETR has expressed an interest in meeting or exceeding MTO standards, including the design standards for the collector ramp systems and weaving lengths. Other topics discussed include highway signage, the ownership of the stormwater management ponds, and whether GTAW will be tolled.

XXIX. January 20, 2021: Meeting with Metrolinx about the Heritage Road Layover

The meeting focused on Metrolinx's draft layover facility between Heritage Road and Winston Churchill Blvd. The GTA West alignment will fall approx. 230-250m on the east side of Heritage Road which is outside of the vicinity of Metrolinx's proposed layover location, so there is no anticipated conflict.

XXX. March 26, 2021: Delegation to Toronto and Region Conservation Authority's Board of Directors

The Project Team responded to a request from TRCA and will be presenting to the Board of Director's on March 26, 2021.

The GTA West Project Team continues to engage with technical stakeholders as the study progresses through the Preliminary Design phase of the study.

5.8. CONSULTATION WITH OTHER INTERESTED PARTIES

I. Truck Priority Systems Workshop

A Truck Priority Systems Workshop was held on June 8, 2014 with attendees from the industry including representatives from Ontario Trucking Association, Town of Milton, City of Mississauga, City of Brampton, Town of Halton Hills, Town of Caledon, York Region, Halton Region, Peel Region, 407 ETR, Nestle Canada Inc., Transpro Freight, Metrolinx, and Ministry of Transportation. The purpose of the Truck Priorities Systems Workshop was to introduce Stage 2 of the GTA West Study, seek stakeholder input on freight and goods movement, review freight moves today, discuss truck priority features used on other facilities, and brainstorm truck priority features that could be considered for the GTA West corridor. The group discussed the greatest challenges for trucks in the GTA West corridor, how these challenges have been met in the past (what has worked, what hasn't), and the specific locations that are more problematic for freight trucking than other locations in the GTA West corridor.

The concerns and challenges raised included:

- Cost
 - Tolling too high on 407ETR.
 - Variable tolling based on cargo (minimal or no tolls for empty trucks).
- Geometrics and Design
 - Flat grades, ramp configuration (particularly freeway to freeway ICs), SCL lengths.
 - Consideration of Long Combination Vehicles (LCV).
 - Truck Safety.
- Congestion and Capacity
 - Traffic congestion and capacity concerns with 4 lane cross-section.
 - Capacity of Receiving Road (can Hwy 400 accommodate 3 GTA West lanes?).
 - Emergency Detour Routes (EDR) to accommodate trucks when freeway is closed.
 - Reliability of traffic key to attracting trucks.
- Connectivity
 - Intermodal hubs – capacity and geometry on arterial roads.
 - Distribution Centres – continued growth of industry in the area.
 - Will there be enough access to the GTA West?
- Public
 - Landowners / public may complain about more trucks on their roads.

-
- Other
 - Rest stations, staging for multiple day deliveries.

Identified solutions to truck challenges for consideration included:

- Truck Priority Features
 - Dedicated truck lanes on the highway.
 - A dedicated truck facility adjacent to the highway instead of transitway.
 - Mix truck traffic with the transit traffic on the transitway.
 - Design for truck climbing lanes.
 - Provide a sufficient number of truck inspection stations.
 - Provide adequate rest stops and fuelling stations, including charging facilities.
- Design
 - Longer speed change lanes.
 - Service road option adjacent to the highway for short trips.
 - Adequate pavement markings.
 - Strategic ramp locations to provide adequate geometry and connectivity with intermodal hubs.
 - Accommodate capacity needs ahead of time on existing facilities. This may include widening and infrastructure improvements.
- Innovative
 - Develop web application that provides updated corridor information; including height restrictions, construction, congestion, etc.
 - Real time GPS notification of congestion in combination with ITS (compass).
 - Trucking incentives (traffic reliability, truck route mapping).
- Accommodate Long Combination Vehicles (LCVs)
 - Within the new corridor and interchange ramps, ramp terminal intersections.
 - Surrounding municipal road network (routes to intermodal hubs).
- Trucking incentives
 - Traffic reliability.
 - Truck route mapping.
- Stakeholder involvement
 - Work with municipalities to determine and upgrade existing arterials roadways for routes to and from intermodal hubs, EDRs.
 - Encourage political support from all stakeholders.
 - Encourage input and feedback from private stakeholders.
- Other suggestions
 - Off peak delivery.
 - Changes to existing regulations.

II. Other Meetings

i. April 16, 2014: Meeting with PowerStream

PowerStream noted they are undertaking a Class EA Study to select a preferred location for a new transformer station in the City of Vaughan. Potential sites were explored within the study area and the site at 5400 Kirby Road has been identified as the preliminary

preferred site. Following EA approval, construction is planned to begin in 2015 and completed/energized by Spring 2017. The GTA West Project Team provided an overview of the GTA West Study. The property for the Vaughan transformer station preliminary preferred site is located partially within the GTA West Route Planning Study Area; however, the transformer station itself will be located at the southern portion of the property and would be outside the study area. Both Project Teams agreed to target late summer to re-group for an update on the progress of both studies and to re-assess potential impacts.

ii. April 25, 2014: Meeting #1 with Mayfield West Phase 1 Developers Group

The group reviewed the study process including the results of Stage 1 of the Study and the steps involved in Stage 2 of the EA, the study objectives, specialties involved in the study, the typical cross-section, study schedule, consultation program, how the Route Planning Study Area relates to the Mayfield West area, the potential Highway 410 connection alternatives, and next steps in the study.

iii. June 20, 2014: Meeting #2 with Mayfield West Phase 1 Developers Group

The GTA West Project Team met with the Mayfield West Phase 1 Developers Group to discuss the rationale for the Highway 410 connection, the potential Highway 410 connection alternatives based on Stage 1 EA work, that a long list and short list of route alternatives will be presented at PIC #1, future consultation opportunities, how development applications will be handled by the ministry, and the scope of the Mayfield West Developers Group.

iv. September 9, 2014: Meeting with Brampton Area 52 and 53 Landowners Group

The purpose of this meeting was to discuss land use planning for Heritage heights. The group noted that their conceptual plan locates the GTA West corridor on the western side of the Heritage Heights area, as opposed to the City's plan to locate the corridor on the eastern side. The GTA West Project Team noted they will be presenting the list of route alternatives to the public at PIC #1 at the end of 2014.

v. September 30, 2014: Meeting with Bram West Block 40-5 Landowners Group

The purpose of this meeting was to provide an update on the study status and discuss the development planning. The Region of Peel has requested that the planning of Bram West Block 40-5 be put on hold until the GTA West Project Team presents their conclusions. As a result, planning has been unable to proceed and has been done in pieces over time which has been inefficient. The Project Team provided an update on the GTA West study including that route alternatives for a new transportation corridor will be generated within the Route Planning Study Area.

vi. February 23, 2015: Meeting with KLM Planning and Block 66 Landowners Group

The purpose of this meeting was to provide an update on the study status and discuss the development planning. KLM Planning and the Block 66 Landowners are primarily concerned with impacts to their lands by the Highway 427 alternatives. It was noted that the Block 66 lands are employment lands in a designated secondary plan. They have been on hold for years and want to begin developing their property; servicing is available at Huntington Road.

vii. February 23, 2015: Meeting with KLM Planning and Di Poce Management Ltd.

The purpose of this meeting was to provide an update on the study status and discuss the development planning. The owners noted their property in Vaughan and that they would like to develop the lands for residential use. They would like to maximize the frontage but are amenable to property takings at the back of the property due to their Greenbelt designation and likely environmental sensitivity. KLM / Di Poce Management noted that a landowners group is being set-up for the owners in Block 42.

viii. February 25, 2015: Meeting with the Solicitors for Melrose Properties Inc., Ironrose Investments Inc., Mel-Terra Investments Inc.

The purpose of this meeting was to provide an update on the study status and discuss the development planning. It was noted that the clients own 5 properties within Block 42, and they are concerned with all of the options in the area. They are trying to provide housing and employment opportunities as close to Markham as possible. The Project Team noted that the release of lands will be an iterative process and that the FAA will be revised, as appropriate, for each round of consultation. The solicitor noted that his clients prefer a route further north of their Block 42 lands and a refinement to Route 9B was presented. The Project Team noted that many with agricultural interests have noted a preference for the southerly routes, given the lands to the north are considered prime agricultural lands.

ix. February 26, 2015: Meeting with Overland LLP, Lornwood Holdings, VMS Holdings

The purpose of this meeting was to provide an update on the study status and discuss the development planning. Overland LLP noted they are representing 4 properties within Block 49, located west of Pine Valley Drive. Three of the properties are zoned agricultural, and the fourth is residential. It was also noted that the impact of the long list alternatives on the residence on this property didn't appear to be captured in the evaluation tables. Overland LLP asked if the Project Team has been trying to avoid Greenbelt lands for political reasons and the Project Team noted that the study is following an EA process which requires that the Project Team minimize impacts to

environmental features and that the Project Team is balancing impacts to the Greenbelt and whitebelt with transportation needs.

x. February 27, 2015: Meeting with Catholic Cemeteries Funeral Services, Augusta National Inc. and Pathway Group

The purpose of this meeting was to provide an update on the study status and discuss the development planning. The property lands were bought in 1999 and assumed that a cemetery could be built. The group's preference is for route is 2A-1 which is on the west side of Heritage Road. Other routes eliminate the possibility of a cemetery within the City of Brampton. The Project Team noted that the route alternatives being assessed and displayed at the PIC 1 are 250 m wide. The actual highway and transitway corridor will be approximately 170 m wide and wider in other locations. The Project Team is looking into the potential interchange locations which will be assessed for the next PIC. The Project Team is reviewing all options in the Heritage Heights area, on both sides of Heritage Road. It was noted that there are conflicting growth plans for this area based on the different development groups in the area.

xi. March 26, 2015: Kleinburg and Area Ratepayers' Association, Annual General Meeting

The GTA West Project Team presented a study update for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study at the Kleinburg and Area Ratepayers' Association (KARA) Annual General Meeting on Thursday March 26, 2015. Held at the Kleinburg Public School (10931 Islington Avenue, Kleinburg, Ontario), the project team was allotted 10 minutes for a presentation followed by an open question period. Questions revolved around topics such as impacts to the Greenbelt, a preference for the corridor to stop at Highway 427 and not extend to Highway 400, interest in active transportation, concern about noise impacts, opposition to an interchange at Pine Valley Drive, preference for a westerly Highway 427 extension route alignment and the most northerly route alignment.

xii. April 7, 2015: Meeting with Sant Nirankari Mission and City of Brampton

The Sant Nirankari Mission presented an overview of their history in the area, activities at the Bovaird Drive location, and future plans. In 2005, the Mission prepared a draft master plan to convert the remaining agricultural-zoned land to institutional use. The master plan is not currently approved. The master plan includes features such as an on-site residential community and additional congregation facilities. The Mission requested an exemption to the Interim Control By-law so that they can expand the existing congregation hall in order to provide additional space for their growing congregation. The GTA West Project Team noted that the Ministry cannot allow an exemption to the Interim Control By-law at this time because of potential impacts resulting from the GTA West

Transportation Corridor. The Project Team explained the purpose of the Focused Analysis Area and that it will be reduced when the Preferred Route is identified.

xiii. May 20, 2015: Meeting with Alloa Village Landowners Group and Glenn Schnarr & Associates Inc.

The purpose of this meeting was to provide an update on the study status and discuss the development planning. The GTA West short list route alternatives through the Alloa Village lands are 3A, 3B, and 3D. The Alloa Village Landowner Group noted that they prefer a northern route, as this would maximize the opportunity for growth in Alloa. Therefore, of the 3 short list alternatives in the Alloa block 3B is most preferred.

xiv. May 28, 2015: Meeting with Heritage Heights Secondary Plan Area Landowners Group including Glen Schnarr and Associates Inc., Reed Realty and BA Group

The group noted that in Section 2 their Preferred Route follows Route 2C and crosses at the south crossing of the Credit River. In Section 1, their Preferred Route is between 1C and 1E. The Project Team noted that they had a similar route in Section 1, noted as 1G, which was reviewed after PIC 1, based on comments received. This alternative was not carried forward due to the increased environmental impacts on provincially significant wetlands and to the Credit River corridor. The group inquired if there could be an interchange at Sandalwood Parkway or Wanless Drive and the Project Team noted that the EA will focus on the potential interchanges based on the provincial needs, but are not precluding interchanges at other locations in the future.

xv. June 3, 2015: Meeting with Orlando Corporation

The GTA West Project Team met with Orlando Corporation to discuss the status of the GTA West Study and the potential implications on the proposed development.

xvi. June 12, 2015: Meeting with the Healthcare of Ontario Pension Plan (HOOPP)

HOOPP owns lands in the Coleraine Drive and Mayfield Road area, which they have long-term plans for industrial / business employment lands. The purpose of the meeting was to discuss their concerns over a partial interchange at Coleraine Drive. Their preference is for a full interchange. The Project Team explained the background and study process and explained that the team is currently in the process of seeking feedback on interchanges and no final decisions have been met. It was explained that there are constraints in this area that may preclude a full interchange, but that we have heard a lot of support for a full interchange and are exploring options in that area. HOOPP did express support for the corridor.

xvii. July 13, 2015: Meeting with Mayfield West Developers Group with the Region of Peel, Town of Caledon and IBI Group

The Project Team noted that they examined alignment 10T from the Town of Caledon. Heart Lake Road is intended to provide local access and would require parallel service roads. Based on the information that was provided to date from stakeholders, displacing an existing road and replacing it elsewhere generates more impacts and a higher cost, and does not provide any clear benefit towards achieving the objectives of the GTA West study over alternatives 10B and 10C, therefore it was not carried forward for further consideration. It was noted that there is some room in the MTO's alignment between 10B and 10C to possibly accommodate the Town's requested alignment Crossover 10T1', but further information on this proposed alignment is required. The group provided an update on the Abbotside Way extension, Heart Lake Road water services project, and Caledon's GTA West Strategic Employment Land Use Study.

xviii. August 5, 2015: Meeting with Mayfield West Phase 2 Landowners Group with the Region of Peel, Town of Caledon

The GTA West Project Team met with the Mayfield West Phase 2 Landowners Group, municipal staff from the Region of Peel and representative from Town of Caledon to provide an overview of Stage 2 of the GTA West Study and to gain an understanding of the timing and transportation considerations of the Mayfield West Phase 2 Secondary Plan process. The group discussed the Focused Analysis Area, the construction timing for the Highway 410 extension, what would happen to existing Highway 10/410 if a Highway 410 extension was selected. Ideally the landowners group would like to pursue a connection to the west side of Highway 10/410 in the next 2 years. The Project Team noted that if Alternatives 10B or 10C are selected as the preferred Highway 410 connection, then we will be able to include a transitway component within the right-of-way. There are limitations to fitting a transitway within the right-of-way for the existing Highway 10/410. The Mayfield West Phase 2 Landowners Group prefers Alternatives 10B and 10C.

xix. August 5, 2015: Meeting with Solmar Development and Poulos and Chung Ltd

The GTA West Project Team met with the above representatives of Solmar Development and their consultant Poulos and Chung Limited to provide an overview of Stage 2 of the GTA West Study and to gain an understanding of the planning and process for the Solmar Development lands in the GTA West study area. Solmar Development provided an overview of the Solmar Development planning efforts in the Bolton Area, which the Region of Peel Official Plan identified as one of 3 rural service centers. Solmar Development would like to start their planning process, but recognizes that the GTA West Preferred Route is not determined yet. They will be starting their planning giving consideration to the GTA West alternatives and once the GTA West

decision is made they will have to modify plans accordingly. The Project Team confirmed that an interchange at Humber Station Road is not being considered at this time. Solmar Development noted a preference for the south route in Section 6 and would like to see an interchange at Coleraine Drive.

xx. September 25, 2015: Meeting with Heritage Heights Landowners Group

The GTA West Project Team met with Gagnon Law Urban Planners Ltd., Glen Schnarr & Associates Inc, and BA Consulting Group Ltd. on behalf of the Heritage Heights Landowners Group (HHLOG), as well as two land owners, upon request, for a status update on the GTA West evaluation of alternative routes, interchange options at Mayfield Road and Mississauga Road, to discuss their continued work within the Heritage Heights Planning Area, and timing and compensation of privately owned lands for the proposed highway corridor. The group noted a preference for an interchange on Mayfield Road rather than Mississauga Road as it is a goods movement and employment corridor and would facilitate future growth along that corridor. The group noted that the secondary plan has been put on hold for several reasons including: to await the outcome of the GTA West Preferred Route; the City of Brampton is reviewing their employment land needs as a whole and how they fit into the Heritage Heights Planning Area; to await the results of the City's office node/ corridor review, and for the City to finalize their Official Plan review. The group also noted that the proposed Catholic cemetery, located within the Heritage Heights Planning Area, is not part of the Landowners Group and that in Brampton, any agriculturally zoned property has an As-of-Right permission for a cemetery, but at this time, the land has not been designated as a cemetery.

xxi. September 25, 2015: Meeting with Osmington Inc.

The GTA West Project Team met with Osmington Inc., upon request, to discuss the subject property in the northwest corner of Mississauga Road and Bovaird Drive, in relation to the proposed GTA West Corridor. The objective of the meeting was to provide MTO with an update on the status of the development application and to obtain clarification from MTO regarding various aspects of the GTA West Route Planning process. Currently the lands are zoned as agricultural, and they are working with the City of Brampton to amend the Mount Pleasant Secondary Plan, to be included within that area, rather than Heritage Heights Planning Area, as the implementation timing is a better fit. Osmington noted a preference for route alternative 2D, as it is closest to their property and would provide good access and highway visibility. MTO noted that route alternative 2D directly abuts the Osmington property and the proposed Bovaird Drive Interchange may have potential impacts on their site; the plans presented at PIC 1 illustrate possible interchange locations and not the required property footprint of the interchange. MTO also noted their access management process that manages

entrances in the vicinity of a provincial highway within MTO's permit control area, which can extend up to 800 m around an interchange for high traffic generators. MTO noted that the Osmington site is required to obtain a permit from MTO Corridor Management Office as part of their approvals process. Osmington inquired if the Project Team is aware of the TCPL pipeline that is located within the Heritage Heights Planning Area, and what are the opportunities for mitigation. The Project Team noted that they are aware of the pipeline and it is being considered in the evaluation. Possible mitigations for a potential highway crossing could include bridging over the pipeline, burying the pipeline deeper, or encasing the pipeline in a concrete structure. The Project Team confirmed that the Preferred Route will be presented at PIC 2.

Note: study suspension from December 2015 – June 2019.

xxii. October 15, 2019: Meeting #1 with the Catholic Cemetery Archdiocese of Toronto

The Project Team provided an overview of the process for selecting the Draft Technically Preferred Route and confirmed that the potential impacts to the proposed cemetery lands were accounted for in the evaluation of Section 3 of the corridor between south of Bovaird Drive to north of Mayfield Road. The Project Team discussed the details of the Focused Analysis Area and how it potentially affects the proposed cemetery. The group reviewed the draft site plan for the proposed cemetery and the representatives of the Catholic Archdiocese of Toronto noted a preference for a route west of Heritage Road. It was noted that there are not many cemetery lands within the GTA and that increased trip generation from residents travelling to other areas of the GTA for burials increases carbon footprint. The Project Team summarized the challenges with a route west of Heritage Road but noted other mitigation opportunities could be considered. The Project Team provided a summary of the project schedule and next steps, including that the team is currently meeting with and reviewing comments from stakeholders with the intent of confirming the Preferred Route and Focused Analysis Area by the end of Spring 2020.

xxiii. December 19, 2019: Meeting with Menkes Developments Ltd.

The attendees discussed the difference between the Route Planning Study Area, the Focused Analysis Area (FAA) and the Draft Technically Preferred Route. The GTA West Project Team noted their position on land protection within the study area (i.e. lands within the FAA are of interest to the GTA West Project Team and will be protected from development until it is determined that those lands will not be required for the GTA West multimodal transportation corridor). Attendees discussed the study process and current schedule, and the GTA West Project Team provided a high level overview of the Independent Electricity System Operator's (IESO) Northwest GTA Transmission Corridor Identification Study, and clarified that it is a separate study. Menkes staff were

appreciative of the meeting and the opportunity to gain an understanding of implications to their lands within the study area.

xxiv. March 12, 2020: Meeting #2 with the Catholic Cemetery Archdiocese of Toronto

The Project Team provided an overview of potential mitigation opportunities between the GTA West design and the proposed Guardian Angels Catholic Cemetery site. The Project Team anticipates confirming the Preferred Route in Spring 2020. The group noted that construction of the cemetery is likely 5 years out and that the entrance location is critical for construction phasing and operations of the cemetery. The Project Team noted that the design of any required modifications to Wanless Drive have not been developed yet and would be undertaken following confirmation of the Preferred Route.

xxv. August 7, 2020: Meeting with the Brampton Board of Trade

The Project Team provided a general project update including current status, schedule and next steps. It was noted that the Preferred Route for the multimodal transportation corridor had just been announced earlier that day. The Brampton Board of Trade noted that the City of Brampton had developed a boulevard proposal for the Heritage Heights Secondary Plan area and that the City's Planning and Development Committee had endorsed a conceptual land use plan on July 27, 2020.

xxvi. November 25, 2020: Meeting with Crestpoint Real Estate Investments Ltd.

The meeting discussed potential development on lands that Crestpoint Real Estate Investments Ltd. is in the process of acquiring at the northeast corner of Steeles Avenue and Ninth Line, which is within the Premier Gateway Phase 2B Secondary Plan area. The developer acknowledged that the GTA West corridor will cross the property. Additionally, the timeline of the GTA West Study and the information that will be shared at PIC 3 were discussed.

xxvii. February 18, 2021: Meeting with Weston Consulting

The Project Team provided a general project update including current status, schedule and next steps. Weston Consulting noted that there is a lot of land tied up by the GTA West Study. The Project Team noted that they recognize the size of the study area and this is one reason why the Focused Analysis Area was implemented. The FAA is reduced as we progress through project milestones and became more comfortable with the design. We cannot reduce further at this point because we need to locate facilities such as the transitway stations, maintenance facilities and more beyond the Preferred Route. Weston Consulting inquired if there was a hierarchy where they can assume certain lands will be protected more than others. The Project Team noted that assumptions cannot be made at this point because we are waiting for information to

come in from field investigations such as locations of potential archaeological resources. Weston Consulting inquired how MTO is working with municipalities regarding new development applications. It was noted that development applications in the Focused Analysis Area are generally not supported by MTO at this time but MTO would typically not object to those in the green areas. Weston Consulting inquired if there is an opportunity to work with the Project Team to explore potential impacts to their properties. The Project Team noted that they are happy to discuss properties on a case by case basis once information about their locations are provided. It was confirmed that the team will show a draft Preliminary Design at PIC #3 which will be subject to public comment. There may also be refinements after PIC #3. The Project Team encouraged Weston Consulting to provide a written comment about their properties and any existing conditions information available.

The GTA West Project Team continues to engage with other interested parties as the study progresses through the Preliminary Design phase of the study.

5.9. CONSULTATION DURING SUBSEQUENT PHASES OF THE STUDY

The sections above summarize the consultation that has taken place to date, during the preparation of the Terms of Reference, Stage 1 of the EA and the current Stage 2 of the EA. Consultation requirements have not yet been determined beyond Stage 2 of the EA since funding and approvals have not been received and project delivery mechanisms have not been decided. Notwithstanding, any design phase after the completion of the EA will include engagement and consultation. Consultation and engagement will include, but is not limited to the following:

- Maintain the project website so interested individuals can access updated project information.
- Maintain the Project Contact List to help ensure all interested individuals receive project updates.
- Meetings with municipalities, stakeholders, Indigenous Communities, the public, agencies, advisory groups and committees to discuss the design and construction phases, including PLAAs.
- Agencies will also be engaged regarding PLAAs, and to discuss and review mitigation and compensation strategies.
- Consultation will continue through the implementation and maintenance phases of the project through the development and execution of a protocol regarding how complaints and issues are dealt with during construction and operation, as they arise.

6. INDIGENOUS ENGAGEMENT

Request 3 Q7.a) Describe the steps that you have taken and will take to consult with Indigenous groups (please list the groups included). If available, provide a generalized record of engagement. Provide general information about your commitments to work with Indigenous groups to mitigate any potential impacts.

b) Indicate whether you are aware of general concerns from Indigenous groups in relation to the project. If yes, provide an overview of the key issues and indicate how you plan to address these matters.

6.1. SUMMARY OF STEPS UNDERTAKEN TO ENGAGE AND CONSULT INDIGENOUS COMMUNITIES TO DATE

Engagement and Consultation with Indigenous Communities will be ongoing throughout the life of the project and is not tied to the EA Studies. Engagement and Consultation with Indigenous Communities will be ongoing throughout the life of the project. Review of communities and contacts that should be consulted is an ongoing process. As project details are refined, communities may be added or removed from the consultation list depending on the projects potential to adversely impact Aboriginal and treaty rights. MTO also considers new assertions and/or land claims received by the Crown. MTO is also aware of recent assertions made by the Mississaugas of the Credit First Nation to Aboriginal title in the vicinity of the project. This assertion has been deemed to be credible by the Ministry of Indigenous Affairs (Ontario) and MTO is consulting with the Mississaugas of the Credit First Nation accordingly. The GTA West Project Team is engaging and consulting with the following Indigenous Communities:

- Mississaugas of the Credit First Nation.
- Alderville First Nation.
- Curve Lake First Nation.
- Hiawatha First Nation.
- Mississaugas of Scugog Island First Nation.
- Chippewas of Georgina Island First Nation.
- Chippewas of Rama First Nation.
- Beausoleil First Nation.
- Kawartha Nishnawbe First Nation.
- Six Nations of the Grand River Territory First Nation (Elected Council and Haudenosaunee Confederacy Chiefs Council or their designate the Haudenosaunee Development Institute)
- Huron-Wendat Nation (regarding archaeological resources only).
- Métis Nation of Ontario.

The following notifications and bulletins were sent directly to the communities noted above and are planned to be sent during future phases of Stage 2 of the Study:

- Notice of Study Commencement – February 2014.
- Notice PIC #1 – November 2014.

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- Post PIC #1 Engagement Letter – March 25, 2015 (sent to Indigenous Communities that MTO did not meet with post PIC #1 and included a request by MTO to meet).
 - Indigenous Community Workshops Prior to Initiating the Evaluation of Route Alternatives – July 2015 (coincided with Community Workshop #2 for members of the public). Details are provided under the summary of workshops below that took place in August 2015.
 - *Study Suspension interrupted the schedule of Indigenous community meetings.
 - Study Resumption Bulletin and Letter – June/July 2019.
 - *Study resumption reinitiated the schedule of Indigenous community meetings
 - Notice of PIC #2 – September 2019.
 - Project Update Letter – June 11, 2020 (sent to Indigenous Communities that MTO did not meet with post PIC #2 and included a request by MTO to meet).
 - Preferred Route Announcement Bulletin and Letter – August 2020.
 - Notice of PIC #3 – late 2021 or early 2022.
 - Notice of Draft EA Report – tentatively scheduled for Spring 2022.
 - Notice of EA Report Submission – tentatively scheduled for late 2022.

In the above correspondence sent to Indigenous communities, meetings were offered by MTO.

Indigenous engagement and consultation has occurred beyond these milestones. A summary of comments received and responses sent, are documented in the consultation record that will be included in the Environmental Assessment Report for the project. Table 6-1 summarizes the key interest and concerns highlighted by the Indigenous communities to date and how the Project Team has addressed the issues or will address the issues through the study and subsequent phases of the project.

Further to the milestone notices listed above a notice was sent to Indigenous communities in February 2018 providing an update on the GTA West Environmental Assessment Study noting that the province at that time would not be proceeding with an environmental assessment for a proposed highway in the GTA West corridor. This notice also included information on the initiation of the Northwest GTA Corridor Identification Study.

Public Information Centre #1 and #2 during Stage 2 of the GTA West EA Study

At PIC #1 and PIC #2 the Project Team offered to meet separately in advance with Indigenous communities to discuss the project, share information and hear what is important to that community. No attendees self-identified as Indigenous at the PICs.

Public Information Centre #1

Public Information Centre #1 (PIC #1) was held on November 27, 2014 in Halton Region, December 2, 2014 in York Region, and December 4, 2014 in Peel Region. PIC #1 was an informal drop-in centre. Display materials were grouped into stations based on theme, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event. The purpose of PIC #1 was to present an overview of the study background, process, existing conditions and current status of the project. PIC #1 materials focused on the long and short

list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. Applications to become a member of the Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG) were also featured at PIC #1.

Public Information Centre #2 (and Community Value Plan Meeting #1)

Public Information Centre #2 (PIC #2) was held on September 19, 2019 in York Region, September 26, 2019 in Halton Region, and October 3, 2019 in Peel Region. PIC #1 was an informal drop-in centre with MTO and consultant team representatives available to answer questions. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event. The purpose of PIC #2 was to present the study process, the Draft Technically Preferred Route, the Draft 2019 Focused Analysis Area, and introduce the opportunity to participate in developing Community Value Plans (CVP) for the GTA West Study. PIC #1 represented Community Value Plan Meeting #1. This station of the event presented information on the CVP process. It also included CVP comment sheets and featured an interactive area where participants could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. Participants who expressed an interest in participating in a CVP Team were encouraged to fill out an application form which was available at this station. PIC #1 also included a station which provided information on the Permission to Enter (PTE) process, including a fact sheet which was available to stakeholders. PTE coordinators were also available to answer stakeholder's questions.

Meetings with Indigenous Communities

The Project Team offered to meet with Indigenous communities to discuss the project, share information and hear what is important to each community.

Following the Notice of Study Commencement in 2014 the following meetings were scheduled.

I. February 24, 2015: Mississaugas of the Credit First Nation (MCFN) (First Nation (FN) Request)

The Project Team provided:

- an overview of the study including the need for transportation improvements
- the opportunities and benefits of a new multimodal transportation corridor
- the Stage 2 overall process including:
 - the route development and screening process;
 - the team's growing database of information;
 - the results of the Stage 1 archaeological assessment;
 - features of the natural environment including the design considerations in the Greenbelt;
 - features of the new corridor;
 - a short list of route alternatives and potential interchange locations shown at PIC #1;
 - evaluation criteria to be used to evaluate the short list of route alternatives;
 - the list of First Nation and Métis communities and Councils that MTO is engaging and considering the interests and values of;

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- next steps in the study.

Open Discussion Summary:

- clarified that other recommendations from Phase 1 of the GTA West Study such as road widening would be carried out under separate MTO Class EAs with associated project-specific notification and process;
- MTO would consider the use of First Nation monitors for Stage 2 archaeological field investigations;
- MTO noted two archeological sites identified as part of the Stage 1 archaeological assessment that are potentially significant and how they would be considered in the route evaluation process and noted that there is potential to avoid these sites during the route evaluation process;
- representation from the Ministry of Municipal Affairs and Housing and presentations were given to the Greenbelt Council during the development of the Greenbelt Guideline; goods movement priority features would generally be contained within the 170 m right-of-way.
- MCFN inquired about the criteria used to screen the long-list to the short-list and that the team should consider integrating First Nation concerns in the criteria:
 - clarified that there are several criteria that have been included that address First Nation concerns and that the study team was open to any further input on this;
- noted that sourcing aggregates for construction would be made during later phases of the study;
- clarified that there are no existing agreements between MCFN and MTO for this project. A draft Consultation Plan was circulated for review and discussion highlighting the Community Value Plan / First Nations commemorative installation options. MCFN noted that this will require further consideration by MCFN and the focus should be on direct benefits to the community instead of commemorative options (e.g. trail system on the Credit River as an example);
- MCFN also noted that they have members that are being trained as environmental monitors and they are looking for opportunities to monitor natural environmental field investigations;
- MCFN requested a copy of the Stage 1 Archaeological Assessment (AA) Report
 - Stage 1 AA Report was provided in February 2015.

II. March 21, 2015: Métis Nation of Ontario (MNO)

MTO Aboriginal Relations Branch organized a series of presentations to MNO in Toronto and this included an overview of the GTA West project. The same presentation as was given to various First Nations by MTO.

III. May 1, 2015: Six Nations of the Grand River Territory First Nation Elected Council (SNEC) (FN Request)

The Project Team provided:

- an overview of the study including:
- the need for transportation improvements;
- the opportunities and benefits of a new multimodal transportation corridor;
- the Stage 2 overall EA process including:

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- the route development and screening process;
 - the team's growing database of information;
 - the results of the Stage 1 archaeological assessment;
 - features of the natural environment including the design considerations in the Greenbelt;
 - the features of the new corridor;
 - the short list of route alternatives and potential interchange locations shown at PIC #1;
 - the evaluation criteria to be used to evaluate the short list of route alternatives;
 - the list of First Nation and Métis communities and Councils that MTO is engaging and considering the interests and values of;
 - next steps in the study.

Open Discussion Summary:

- SNEC inquired if Huron-Wendat Nation is being contacted regarding archaeological investigations
 - Huron-Wendat Nation are being engaged about archaeological investigations
 - clarified the timing of Stage 2 archaeological investigations.
- SNEC inquired about archaeological sites and if they will be avoided.
 - confirmed there could be avoidance if the presence of features is known. The avoidance and protection of sites is always the preferred approach to the mitigation of impacts to archaeological sites as per the MHSTCI Standards and Guidelines.
- SNEC noted an interest in participating in Stage 2 archaeological investigations.
 - MTO noted they would consider the use of First Nation monitors for Stage 2 archaeological field investigations.
- SNEC inquired what are the types of development that were being affected by deferrals due to the Focused Analysis Area (FAA)
 - confirmed that largely residential and employment development areas are being affected by deferrals due to the FAA.
- SNEC asked how Land Claims are being considered
 - MTO will consider any Land Claims in the project area, but clarified any Land Claims need to follow the established IAO land claim process.
- SNEC inquired why is there are Métis Nation councils on the contact list
 - there are several local councils and these are being contacted separately.
- discussion regarding the timing of construction
 - this project is not yet programmed and funding is not in place
- discussion about the potential of a peer review of the study by SNEC
 - MTO noted the final environmental assessment report would be available in 2018 for review and that opportunities for participation will be advised as study events are scheduled
- a draft Consultation Plan for SNEC was distributed and follow-up comments on this were requested from SNEC
- a copy of the Stage 1 Archaeological Assessment (AA) Report was requested.
 - The Stage 1 AA Report was provided in May 2015

IV. April 27, 2015: Huron-Wendat Nation (FN Request)

A presentation was provided regarding the GTA West project and the consultation plan was presented.

Open Discussion Summary:

- Huron-Wendat Nation requested that the draft Action Plan presented for discussion be translated into French and sent to them to review
 - the document was translated into French and provided to Huron-Wendat Nation
 - Huron-Wendat Nation provided comments to MTO
- discussed the timing for Stage 2 of GTA West Study
- clarification that the Ministry of Tourism, Culture and Sport confirmed the results of the Stage 1 archaeological assessment (report sent to Huron-Wendat Nation in January 2015)
- how the team would proceed if sites of interest were found in the study area including an ossuary.
 - MTO noted that they would try to avoid the site and Huron-Wendat Nation stated they do not want ossuaries moved. The avoidance and protection of sites is always the preferred approach to mitigation of impacts to archaeological sites as per the MHSTCI Standards and Guidelines.

Workshops Prior to Initiating the Evaluation of Route Alternatives

The Project Team scheduled workshops with the following Indigenous communities in August 2015 around the same time the Project Team was meeting with members of the public for Community Workshop #2:

Mississaugas of the Credit First Nation, Six Nations of the Grand River Territory First Nation (Elected Council and Haudenosaunee Confederacy Chiefs Council or their designate Haudenosaunee Development Institute), Kawartha Nishnawbe First Nation, Williams Treaties First Nations, Huron-Wendat Nation, and Métis Nation of Ontario.

Presentations were relatively standardized and included the importance of engaging and consulting with Indigenous communities on MTO projects, then provided:

- an overview of the study, the Stage 2 overall process
- the growing database of information, route development and screening process, interchange location
- refined short list of route alternatives and potential interchange locations

Open Discussion followed, with the topics to be introduced being:

- the natural environment conditions within the study area
- results of the Stage 1 archaeological assessment
- field investigation program for Stage 2 of the Study and the team's willingness to share any data collected
- approach for evaluating the short list of route alternatives including both the reasoned argument method and arithmetic method
- The Project Team inquired what is important to the communities when evaluating the short list of route alternatives

The following workshops were held in August 2015 and summaries of Open Discussions at each workshop are provided.

V. August 11, 2015: Haudenosaunee Confederacy Chiefs Council's designate Haudenosaunee Development Institute

The Project Team scheduled this workshop, however the team did not receive a response from the community and the meeting was cancelled the day before the meeting.

VI. August 11, 2015: Mississaugas of the Credit First Nation (MCFN)

Workshop Open Discussion Summary:

- MCFN member was concerned about the narrow band of notification in the Caledonia area.
 - MTO advised of several notification methods utilized and significant effort is going into the overall consultation program.
 - MTO suggested the individual could contact the project team for further follow up.
 - project events have been well attended although the Study Team has not held any consultation events in the Brantford area with the events being held in Halton Hills, Vaughan and Caledon with exclusive sessions for First Nations between 2:00 p.m. to 3:00 p.m. at each event.
 - MCFN suggested that the Study Team hold public open houses in the First Nation Communities perhaps with a 3:00 p.m. - 6:00 p.m. time and offering food to maximize attendance.
- MTO acknowledged this request
- MCFN asked if field work had been completed and if MTO was aware that MCFN has trained field monitors.
 - MTO acknowledged that they were aware that MCFN has field monitoring capability and that this is being reviewed.
 - MTO noted that they have recommended that the MTO Regional Director meet with the MCFN Director of Lands and Resources to discuss this opportunity.
- MCFN informed MTO about the need for archaeological monitors for Stage 2 archaeological work.
 - MTO noted that Stage 2 archaeological work will be undertaken next year during the 2016 field season.
 - all agreed that both MTO and the MCFN should continue to move this discussion forward.
- MCFN inquired regarding MTO considering completing a traditional knowledge study.
 - MTO noted they would review this going forward.
- MCFN asked about wildlife crossings for mitigation
 - MTO indicated that this is included in the Greenbelt Guideline developed for this study and that this would also be included in mitigation for the Preferred Route.
- MTO presented the evaluation process and copies of the factors and criteria were also provided.
- A comment sheet was provided to MCFN and MTO requested that weighting preferences be provided on behalf of the First Nation, as indicated on the sheet.

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- MCFN would like to see the study team come to MCFN community for this study and suggested utilizing PIC boards and not a presentation to obtain weighting for the evaluation factors.
 - *Study suspension canceled this potential community meeting.

VII. August 12, 2015: Métis Nation of Ontario (MNO), Credit River Métis Council, Oshawa and Durham Region Métis Council, and Toronto and York Region Métis Council

Invitations were sent to MNO Credit River Métis Council, Oshawa and Durham Region Métis Council, and Toronto and York Region Métis Council. Oshawa and Durham Region Métis Council did not attend.

Workshop Open Discussion Summary:

- MNO clarified that Métis are not First Nations and that Métis, First Nations and Inuit are the three separate aboriginal peoples in Canada.
- MNO further requested that the study team should be referring to Métis, First Nations and Inuit where appropriate instead of Aboriginal groups.
 - MTO acknowledged this request
- MNO asked how the land is acquired for the Preferred Route once determined and the Environmental Assessment is complete.
 - MTO indicated that the process involves acquiring the land at fair market value.
- the Project Team clarified the difference between archaeology and heritage
- there has been no decision to toll the highway and no decision if the new highway would have HOV lanes.
- noted that Community Workshops held this past June were held in Vaughan, Caledon and Halton Hills.
- MTO presented the evaluation process and copies of the factors and criteria were also provided.
- A comment sheet was provided to MNO and MTO requested that weighting preferences be provided on behalf of MNO, as indicated on the sheet.
 - Toronto & York Regional Métis Council noted that they represent over 600 people in one geographic region and would prefer the study team conduct an information sharing session.
 - Study suspension canceled this potential community meeting.

VIII. August 13, 2015: Williams Treaties Representatives and Kawartha Nishnawbe First Nation

Invitations were sent to all seven Williams Treaty First Nations and Kawartha Nishnawbe First Nation. Only representatives from Mississaugas of Scugog Island First Nation (SIFN) attended the meeting.

Workshop Open Discussion Summary:

- SIFN noted that the corridor crosses a lot of watercourses and enquired how they will be considered.
 - MTO responded that the Project Team is collecting available data on watercourses from the three conservation authorities, MNRF and other sources. Although Humber River and Credit River will be crossed, the Oak Ridges Moraine will be avoided.

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- SIFN asked if Six Nations had requested First Nation monitors
 - MTO noted they had
 - with respect to the evaluation of alternatives, SIFN noted that agriculture should be considered a priority.
 - SIFN enquired about the Stage 2 Archaeological Assessment. SIFN is very interested in any archaeological work.
 - MTO advised that it is scheduled for Spring 2016.
 - SIFN enquired if all comments and input for the evaluation are available.
 - MTO advised that summaries are made available.
 - SIFN enquired if the arithmetic method (weights/scores) is better than the reasoned argument method (words).
 - MTO advised the primary method is the reasoned argument method.
 - MTO presented the evaluation process and copies of the factors and criteria were also provided.
 - A comment sheet was provided to SIFN and MTO requested that weighting preferences be provided on behalf of the First Nation.

IX. August 28, 2015: Huron-Wendat Nation

Workshop Open Discussion Summary:

- an overview of the study, the Stage 2 overall process, route development and screening process, interchange location
- refined short list of route alternatives and potential interchange locations
- The Project Team inquired what is important to the communities when evaluating the short list of route alternatives
- MTO presented the evaluation process and copies of the factors and criteria were also provided.
- A comment sheet was provided to Huron-Wendat Nation and MTO requested that weighting preferences be provided on behalf of the Huron-Wendat Nation, as indicated on the sheet.

X. August 31, 2015: Six Nations of the Grand River Territory First Nation Elected Council (SNEC)

Workshop Open Discussion Summary:

- inquiry about project consultation
 - MTO advised that there continues to be a lot of consultation about the study process, seeking input, reaching out to communities, and at critical points in the study process such as when selecting a Preferred Route.
- SNEC inquired if the project will go through the Greenbelt and whether it could be avoided.
 - MTO advised that the project extends through the Greenbelt and cannot be avoided completely.
- there was a question about whether utilities are considered in the project
 - MTO noted that although utilities are coordinated in terms of crossings, there are no intentions of running utilities along the corridor.
- MTO noted that there will be truck priority features included in the project.
- inquiry about archaeological finds with a note that the Huron-Wendat Nation were prevalent in the area historically.

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- A question was raised about how the project addresses archaeological finds along the proposed route.
 - the avoidance and protection of sites is always the preferred approach to the mitigation of impacts to archaeological sites as per the MHSTCI Standards and Guidelines.
 - MTO advised that there are several watercourse crossings however the major watercourses are the Credit River, Etobicoke Creek and the Humber River.
 - SNEC inquired if a traditional knowledge study had been submitted
 - MTO advised it had not but they would review this going forward.
 - there was discussion regarding accommodation of SNEC in the study process.
 - MTO advised that funds have been set aside for SNEC to be involved in the GTA West project
 - discussion about the draft Consultation Plan resulted in an action for MTO to resend the document SNEC
 - MTO advised that there would be ongoing consultation with SNEC for this project through to construction.
 - MTO would be assessing impacts to air quality as the study progressed.
 - consultation was discussed further. It was noted that for the three PIC #1 events late last year, First Nation and Métis communities were offered opportunities to preview project materials however no one attended.
 - with respect to a community meeting, SNEC decided that this would not be worthwhile given the distance between the study area and the community.
 - MTO presented the evaluation process and copies of the factors and criteria were also provided.
 - A comment sheet was provided to SNEC and MTO requested that weighting preferences be provided on behalf of the First Nation. Urban vs Rural weightings were discussed.

Further engagement and consultation meetings as well as workshops were not scheduled as the Study was suspended in December 2015.

Following Study resumption the schedule of Indigenous meetings was reinitiated and summarized to date below.

1) September 18, 2019: Six Nation of the Grand River Territory First Nation Elected Council (SNEC) (FN Request)

The Project Team Presentation included:

- a short history (chronology) of the GTA West Study
- what has been done to resume the study
- an overview of the Stage 2 overall process
- the features of the multimodal transportation corridor
- next steps in the study

Open Discussion Summary:

- Stage 1 Archaeological Assessment was completed in 2015

- Meetings were held with SNEC in May and August 2015
- draft Consultation Plan was provided to SNEC in 2015. MTO to review and confirm if changes are required
- Project Team confirmed the width of the right-of-way and number of initial lanes
- discussed coordination with the electricity transmission corridor study
- no decision had been made about tolling
- discussion of what traffic pressure is the project expected to relieve and if it induces traffic reduction and pollution
 - this study took into consideration that Metrolinx has a large transit expansion plan but there is a need for other types of major infrastructure
- invitation to upcoming PIC #2 was sent to SNEC and each venue would have a separate session for Indigenous community members before the public session
 - SNEC noted the Public Information Centres are too far and there's too much traffic for community members to travel there
- question about what is MTO doing with climate offsets and enhancements
 - during stage 1 MTO looked at transit improvements and the current proposed corridor will have an adjacent transitway component
- discussion about the schedule for implementation of the highway
- discussion about the availability of land, MTO noted they have put a hold on the lands as per the Focused Analysis Area

2) October 23, 2019: Mississaugas of the Credit First Nation (MCFN) (FN Request)

The Project Team provided:

- a short history (chronology) of the GTA West Study
- what has been done to resume the study
- an overview of the Stage 2 overall process
- the Draft Technically Preferred Route and 2019 Focused Analysis Area
- next steps in the study

Open Discussion Summary:

- MCFN made a request for ecological monitors during fieldwork and archaeological monitors for the upcoming Stage 2 archaeological assessment fieldwork.
 - MTO noted this point and that the ongoing policy work was progressing on this topic
- following the meeting MTO provided a digital copy of the Stage 1 Archaeological Assessment Report, a website link to the Public Information Centre #2 materials on the project website, and a website link to the Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO) transmission corridor study.

3) November 14, 2019: Huron-Wendat Nation (FN Request)

The Project Team provided:

- a short history (chronology) of the GTA West Study
- what has been done to resume the study

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- an overview of the Stage 2 overall process
 - the Draft Technically Preferred Route and 2019 Focused Analysis Area for comment
 - provided an overview of the natural environment existing conditions
 - provided an overview of Stage 1 archaeological assessment
 - introduced the community value planning/commemorative installation strategy process
 - next steps in the study

Open Discussion Summary:

- Huron-Wendat Nation inquired how MTO recognized the rights of the Huron Wendat
 - MTO noted that they recognize the rights of Huron-Wendat Nation as has been done on other projects
- the project team clarified the difference between the GTA West Transportation Corridor Route Planning and Environmental Assessment Study and the Northwest GTA Corridor Identification Study
- discussion of the Independent Advisory Panel took place
- land use types and the level of disturbance in the study area
- MTO noted that the cost of the multimodal transportation corridor would be better known at a later stage of Preliminary Design
- MTO has approval to proceed with the environmental assessment but funding for design and construction is not in place yet
- varying width of the Focused Analysis Area
- Huron-Wendat Nation noted that there are at least 4 Huron-Wendat Nation sites known within the study area
- Huron-Wendat Nation inquired who will be conducting the Stage 2, 3 and 4 archaeological assessments
 - Stage 2 archaeological assessment is tentatively scheduled to be conducted by AECOM on lands with Permission to Enter (PTE) starting in 2021
- at this time there is no commitment for Stage 3 or 4 archaeological assessment work
- Huron-Wendat Nation inquired if they will be invited to participate in the Stage 2 archaeological assessment work and natural environment field work
 - MTO noted a policy review is ongoing at MTO
- Huron-Wendat Nation requested the shape files of the Draft Technically Preferred Route, 2019 Focused Analysis Area and the study area
 - shape files were provided shortly thereafter
- Huron-Wendat Nation also inquired when the Project Team will seek input from them about confirming the Preferred Route

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- MTO noted the purpose of this meeting today is to seek Huron-Wendat Nation's input on the draft Technically Preferred Route and input on the community value planning/commemorative installation strategy process
 - Huron-Wendat Nation requested a digital copy of the Stage 1 archaeological assessment report
 - the report was subsequently provided by MTO.

4) January 8, 2020: Six Nations of the Grand River Territory First Nation Elected Council (SNEC) (FN Request)

Project Team provided:

- a short history (chronology) of the GTA West Study
- what has been done to resume the study
- an overview of the Stage 2 overall process
- the Draft Technically Preferred Route and 2019 Focused Analysis Area for comment
- provided an overview of the natural environment existing conditions
- provided an overview of Stage 1 archaeological assessment
- introduced the community value planning/commemorative installation strategy process
- next steps in the study

Open Discussion Summary:

- discussed the routes
- the width of the right-of-way
- discussed how the GTA West transportation corridor will relieve traffic congestion
- types of land uses in the study area
- what other Indigenous communities the team has met with so far
- no decision has been made about tolling
- the expected traffic numbers
- the air quality impact assessment
- request for measures to offset climate change impacts
 - a copy of the air quality impact assessment report will be available for review at a later stage of the study
- SNEC noted their concern that if they support the GTA West Study, they are also saying yes to future pipelines and electricity transmission in the area

5) June 23, 2020: Mississaugas of the Credit First Nation (MCFN) (FN request)

Project Team provided:

- a short history (chronology) of the GTA West Study
- what has been done to resume the study
- an overview of the Stage 2 overall process

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- overview of the evaluation of alternatives, the Draft Technically Preferred Route and 2019 Focused Analysis Area for comment
 - overview of the natural environment existing conditions
 - Stage 1 archaeological assessment
 - introduced the community value planning/commemorative installation strategy process
 - next steps in the study

Open Discussion Summary:

- MCFN inquired when fieldwork is starting, what type of fieldwork is planned
 - fieldwork and project schedule were discussed
- is the transportation corridor close to the Forks of the Credit
 - MTO confirmed it is not
- MCFN confirmed that they had a copy of the Stage 1 Archaeological Assessment Report
- it was noted that areas for Stage 2 archaeological assessment work would be reduced to target those potentially impacted by the Preferred Route
- AECOM would be completing the Stage 2 work where Permission to Enter (PTE) is granted, and is tentatively planned to start in 2021
- MCFN requested that Field Liaison Representatives (FLRs) participate for ecological and archaeological work that is ongoing right now and upcoming
 - MTO noted this point and that the ongoing policy work was progressing on this topic
- MCFN stated they would provide an agreement to MTO covering the cost of this participation.
- MCFN also requested copies of the draft cultural heritage landscape reports and built heritage reports for review, once they are ready,
 - MTO will provide built heritage and cultural heritage landscape reports
- MCFN noted that they cannot participate in the community value planning work until they are able to review the results of the Stage 2 archaeological assessment work
 - this was acknowledged by MTO

6) September 10, 2020: Huron-Wendat Nation (FN Request)

Project Team provided:

- an overview of the Stage 2 overall process
- the Preferred Route and 2020 Focused Analysis Area and where changes were made since PIC # 2 for comment
- provided an overview of the natural environment existing conditions
- provided an overview of Stage 1 archaeological assessment
- an overview of the community value planning/commemorative installation strategy process
- next steps in the study

Open Discussion Summary:

- concern regarding archaeological resources and how they were considered in the evaluation of route alternatives when much of the area still requires Stage 2 archaeological assessment work
 - The Terms of Reference's approved factors and criteria were used to understand potential impacts and opportunities of the different route options, and archaeology was a factor that was considered
 - knowledge of archaeological resources was restricted to what is known today with the understanding that further archaeological assessments would be undertaken during the Preliminary Design phase
- Huron-Wendat Nation expressed an interest in information on MTO's Indigenous community consultation process for this study and whether Indigenous communities were involved at the Terms of Reference stage
 - Indigenous community engagement would have been a consideration in the Terms of Reference but the team would need to look back at the document to provide exact details [Post-meeting note: engagement is summarized in the Consultation Record for the Terms of Reference, p. 10, Section 4.4 First Nations Engagement]
- Huron-Wendat Nation inquired regarding the process for species-at-risk encountered within the Preferred Route
 - the process is specific species dependent and the strategy would be determined on a case-by-case basis.
 - the strategy would also be determined based on discussions with the regulatory agency and include avoidance and/or mitigation measures.
- MTO committed to future meetings to discuss consultation, archaeological work and next steps.
- Huron-Wendat Nation requested a formal project specific agreement with MTO regarding this project.
 - MTO requested a written request be sent to MTO
 - Letter received by e-mail on October 20, 2020 from OKT Law on behalf of Huron-Wendat Nation that was addressed to MTO Legal Counsel
 - MTO acknowledged receipt by e-mail and a response is being drafted.

7) November 2, 2020: Mississaugas of the Credit First Nation (MCFN) (FN Request)

Project Team provided:

- an overview of the Stage 2 overall process
- the Preferred Route and 2020 Focused Analysis Area and where changes were made since PIC # 2 for comment
- provided an overview of the natural environment existing conditions
- provided an overview of Stage 1 archaeological assessment
- an overview of the community value planning/commemorative installation strategy process
- next steps in the study

Open Discussion Summary:

- MCFN made a request that the Project Team search the available databases again to refresh the Stage 1 Archaeological Assessment before commencing the Stage 2 archaeological assessment work
 - The Project Team confirmed this would be completed and the information would be captured in the Stage 2 archaeological assessment reporting
- MCFN inquired how archaeological information was used when selecting the Preferred Route considering the Stage 2 archaeological work has not been completed
 - knowledge of archaeological resources was restricted to what is known today. Under Stage 2 of the study, further archaeological assessments will be undertaken based on Permission to Enter (PTE). Results of Stage 2 archaeological assessment will influence changes to the alignment as required. As we move into the Preliminary Design stage, there is the opportunity to make design refinements to avoid sites.
- MCFN noted that they require the participation of field liaison representatives (FLR) for archaeological and ecological work. This would require a signed FLR participation agreement with MTO or their consultants
 - MTO noted this point and that the ongoing policy work was progressing on this topic
- MCFN inquired why natural environmental fieldwork commenced without MCFN involvement and noted that this lack of involvement doesn't allow them to protect their treaty rights
 - MTO noted that they are currently reviewing this as a part of the ongoing internal policy work.
- MTO agreed to share the 2020 summary of field work cultural heritage landscape memos and natural environment memos. *A meeting is currently being scheduled to review these memos.

Note: the above meeting minutes refer to monitors during Stage 2 Archeological Assessment and natural environment field work. The terminology was revised in 2020 to Community Field Liaisons (CFLs).

Future Meetings with Indigenous Communities

Additional meetings are still to be scheduled with the Williams Treaties communities, Kawartha Nishnawbe First Nation, Six Nations of the Grand River Elected and Traditional Councils and Mississaugas of the Credit First Nation.

Beyond the Indigenous specific meetings that coincide with PIC #3 and the Indigenous focused CVP meetings, additional meetings with Chief and Councils, environment committees and consultation committees will be scheduled at the request of individual communities based on their interest. The offer of community information sessions will also be offered and scheduled at the request of the community. Notices will be published in Indigenous newspapers as appropriate.

Further, the Project Team will offer to meet with any interested Indigenous community around the PIC #3 study milestone, to listen to their interests and input regarding the Preliminary Design of the multimodal transportation corridor. Meetings will also be scheduled with communities upon request. Indigenous communities will be provided with a notice of Draft EA Report, which signals the start of the review period for the Draft EA Report – tentatively scheduled for Spring 2022. Communities will also be provided with a Notice of EA Report Submission – tentatively scheduled for late 2022.

6.2. ENGAGEMENT AND CONSULTATION WITH INDIGENOUS COMMUNITIES DURING SUBSEQUENT PHASES OF THE STUDY

Requirements have not yet been determined beyond Stage 2 of the EA since funding and approvals have not been received and project delivery mechanisms have not been decided. Notwithstanding, any design phase after the completion of the EA will include continuous engagement and consultation with Indigenous communities. Consultation and engagement will include, but is not limited to the following:

- Meetings with Indigenous Communities to discuss the design and construction phases
- Indigenous communities will be engaged and consulted regarding Permits, Licenses, Authorizations or Approvals required for the project, and to discuss and review mitigation and compensation strategies.
- Engagement and consultation will continue through the implementation and maintenance phases of the project through the development and execution of a process regarding how complaints and issues are dealt with during construction and operation, as they arise.

6.3. SUMMARY, OVERVIEW AND APPROACH TO ADDRESSING INDIGENOUS CONCERNS

The following table summarizes the key interest and concerns highlighted by the Indigenous communities to date and how the Project Team has addressed the issues or will address the issues through the study and subsequent phases of the project.

Table 6-1: Summary of Indigenous Community Interests and Concerns

Identified Interest or Concern	Strategy to Address Issue or Concern
Aboriginal and Treaty Rights	<p>MTO is committed to fulfilling its Duty to Consult requirements with Indigenous peoples regarding Section 35 rights by the following:</p> <p>The project has the potential to impact Aboriginal and treaty rights, specifically in relation to hunting, fishing and trapping. Potential impacts are related to temporary construction activities as well as permanent impacts. The purpose of the EA is to determine the existing conditions within the proposed highway right of way including fish and fish habitat, terrestrial ecosystems including wildlife, vegetation, species at risk as well as groundwater, etc. Now that a Preferred Route has been selected the Preliminary Design activities occurring concurrently with the EA include activities such as field work and analysis that will be completed to determine potential impacts and will inform the mitigation measures to address these potential impacts. Completion of field work and impact assessment are dependent on receiving Permission to Enter (PTE) properties and therefore impact assessment in certain locations may be undertaken in later phases of the study such as the Detail Design phase.</p> <p>Once the potential impacts have been identified measures will be developed to mitigate impacts required under the EA Act and other relevant legislation.</p> <p>The results of existing conditions and any potential impacts as well as proposed mitigation measures will be provided to communities for discussion and input regarding potential impacts to Section 35 Aboriginal and treaty rights.</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>The communities that have been engaged to date have indicated a few common concerns noted in Section 6, Table 6-1 including impacts to watercourses, fish and fish habitat, terrestrial ecosystems, designated areas, species at risk, wildlife crossings, groundwater and source water protection. These concerns and how MTO will address them are detailed in this table.</p>
<p>Interest in Stage 2 archaeological assessment findings and how the team would proceed if archaeological resources were found under the Preferred Route.</p>	<p>Should archaeological resources be identified as part of the Stage 2 archaeological assessment work, avoidance and protection of sites is always the preferred approach as per the MHSTCI Standards and Guidelines.</p> <p>All findings will be shared with potentially impacted Indigenous communities, and Indigenous communities would be consulted in developing a strategy to avoid or mitigate impacts to Indigenous archaeological resources.</p>
<p>Request to review the Stage 2 archaeological assessment report.</p>	<p>Potentially impacted Indigenous communities will be provided with a copy of the Stage 2 Archaeological Assessment Report.</p>
<p>Request for Community Field Liaisons (CFL) for Stage 2 Archaeological Assessment.</p>	<p>MTO supports the inclusion of archaeological Community Field Liaisons (CFLs) for Stage 2, 3 and 4 archaeological assessment fieldwork, as appropriate.</p> <p>For the GTA West Study, Stage 2 archaeological assessment fieldwork is planned to commence in Spring 2021. The Project Team will fund the participation of CFL's during the Stage 2 fieldwork, pending the approval of provincial funding.</p>
<p>Request for Community Field Liaisons (CFLs) for natural environment fieldwork investigations</p>	<p>MTO is currently considering this request.</p>
<p>Interest in Archaeology</p>	<p>A Stage 1 Archaeological Assessment has been completed for the GTA West Route Planning Study Area but will need to be updated in 2021.</p> <p>Through Preliminary Design, Stage 2 archaeological investigations will commence in 2021, where Permission to Enter (PTE) is granted, to identify archaeological resources within the project limits, consider the potential impacts to these resources and identify appropriate mitigation / protection measures. Archeological Assessment will be completed in accordance with the <i>MHSTCI Standards and Guidelines for Consultant Archaeologists</i>.</p> <p>Should archaeological resources be identified as part of the Stage 2 archaeological assessment work, avoidance and protection of sites is always the preferred approach as per the MHSTCI Standards and Guidelines.</p> <p>The archaeological team is also engaged in detailed research and is conducting field reviews of critical areas to develop a current and accurate data set of cultural heritage archaeological resources. A critical element in this process is obtaining input from Indigenous communities about specific resources of concern as well as criteria for evaluating archaeological potential. This will enable the project team to minimize impacts to areas with the highest archaeological sensitivity or cultural heritage significance.</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>Stage 2 Archaeological Assessment reports will be provided to potentially impacted Indigenous communities, with opportunities provided for participation in Stages 2-4 archaeological assessments and/or presentations of the results.</p> <p>Archaeological assessment documentation will be submitted to Ontario Minister of Heritage, Sport, Tourism and Culture Industries (MHSTCI) as a condition of licensing in accordance with Part VI of the <i>Ontario Heritage Act, R.S.O. 1990, c 0.18</i>. The reports are reviewed to ensure that they comply with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the study area of a development proposal have been addressed to the satisfaction of the MHSTCI, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.</p> <p>It is an offence under Sections 48 and 69 of the <i>Ontario Heritage Act</i> for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the <i>Ontario Heritage Act</i>.</p> <p>Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</p> <p>Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the <i>Ontario Heritage Act</i> and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.</p> <p>The <i>Funeral, Burial and Cremation Services Act</i>, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) requires that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures. If the remains are determined to be Indigenous the appropriate Indigenous Communities will also be notified.</p>
Interest in Built Heritage and Cultural Heritage Landscapes	<p>Built heritage and cultural heritage landscape resources are being mapped to identify areas and individual sites of significance and sensitivity. Fieldwork was completed in 2020. All assessments will be completed in accordance with the <i>Ontario Heritage Act, R.S.O. 1990, c 0.18.</i>; Ontario Regulations (<i>O. Reg.</i>) 9/06 and 10/06, the Criteria for Determining Cultural Heritage Value or Interest; MHSTCI Standards and Guidelines for Conservation of Provincial</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>Heritage Properties (2010); MTO Environmental Design Guide for Built Heritage and Cultural Heritage Landscapes (2007).</p> <p>A Cultural Heritage Assessment Report (CHAR) will be completed during the Preliminary Design phase to document existing conditions and next steps for determining any potential impacts to physical and cultural heritage; any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, and the requirement to complete Cultural Heritage Evaluation Reports (CHERs) and Heritage Impact Assessment (HIAs) for various heritage features that have been identified. Documents will be provided to Indigenous communities upon request. Completion of work is dependent on receiving PTE. Further work will be conducted to complete these studies during the Detail Design phase which is not currently funded.</p>
Interest in protecting the Greenbelt	<p>This study is being conducted within the framework of existing policy, including the Growth Plan and the planning initiatives of the various municipalities that comprise our study area. The Project Team, in consultation with the Greenbelt Transportation Advisory Group (GTAG), drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt during Stage 1 of the study. The Guideline identifies key planning and design principles and recommendations for mitigation measures for placing new or expanded provincial highways/transitways within areas of the Greenbelt, in the GTA West study area. Key elements include:</p> <ul style="list-style-type: none"> • Impact avoidance, where possible; • Community sensitive design; • Consideration of impacts to road ecology and wildlife; • Consideration of impacts to agriculture; • Stormwater management; and • Flexibility with geometric and bridge design to reduce impacts. <p>The Guideline echo's the Greenbelt Plan's direction, encouraging the use of green infrastructure and planning, design and construction practices. Recommendations from the Guideline were considered during route planning and will continue to be implemented during Preliminary Design of the GTA West multimodal transportation corridor where impacts to Greenbelt areas are unavoidable. The Guideline is available for download on the Reports Page of the project website: https://www.gta-west.com/reports.</p>
Interest in wildlife crossings as a mitigation measure for the Preferred Route.	<p>To reduce road effects and to better integrate the new GTA West corridor into the landscape ecosystem, design and mitigation measures will be developed to reduce the impacts of the Preferred Route. As described in the Greenbelt Guideline, the proposed 'toolbox' of Road Ecology and Wildlife design and mitigation measures which are being considered in the Preliminary Design stage of the GTA West Corridor EA includes the following:</p> <ul style="list-style-type: none"> • dedicated wildlife crossing structures; • wildlife habitat design elements for structures; • median barrier openings; • wildlife exclusion/funnel fencing;

Identified Interest or Concern	Strategy to Address Issue or Concern
	<ul style="list-style-type: none"> • wildlife escape measures; • wildlife signs/detection systems; • highway landscaping; • habitat creation, and • wildlife monitoring. <p>Impacts to wildlife and mitigation measures will be discussed with communities regarding potential impact to the Aboriginal right to hunt.</p>
Interest in groundwater and source water protection	<p>With respect to water quality, based on the secondary source information reviewed and documented as part of groundwater assessment analysis for the GTA West project, there are no municipal supply wells or surface water intakes located within the Preferred Route. There are no Surface Water Intake Protection Zones (IPZ) in relation to municipal wells or a surface water intake in the preferred corridor. The Preferred Route traverses the Wellhead Protection Area (WHPA) "D" of the municipal well in Kleinburg, the least sensitive WHPA. This represents a low concern to the project. In addition, there are Highly Vulnerable Aquifers (HVA) and Significant Groundwater Recharge Areas (SGRA) within the Preferred Route.</p> <p>A review of the MECP Source Protection Information Atlas, surficial geology mapping and review of source water protection policies indicates that there are no significant threats identified for the WHPAs, HVAs and SGRAs present within the preferred corridor. Therefore, the proposed highway construction and operation will not pose significant drinking water threats in the vulnerable areas, with the exception of application of commercial fertilizer in the areas where managed land is present within the Credit Valley Source Protection Area (CVSPA), in the west section. The application of commercial fertilizer is considered as a moderate threat. The MTO will apply current best management practices to minimize threats from these activities by way of adherence to MTO plans and policies, the use of special contract provisions, and contract oversight and monitoring.</p> <p>The above interpretation will be confirmed during the study including through completion of water well assessments at the Preliminary Design stage of the project and water well surveys to be completed at the Detail Design stage of the project.</p>
Interested in the process for addressing species at risk (SAR) present within the Preferred Route, terrestrial ecosystems and designated areas	<p>Various Species at Risk (SAR) and their habitats were confirmed within the GTA West Study Area as part of the field investigations conducted for this Project. Some of these species include Bobolink, Eastern Meadowlark, Bank Swallow, Wood Thrush, Western Chorus Frog, Rapids Clubtail, Redside Dace, Silver Shiner, and American Eel. SAR bats including Little Brown Myotis, Northern Myotis, Small-footed Myotis and Tri-coloured Bat also have the potential to occur within the area; habitat for these species is likely present within forested communities identified within the proposed highway alignment.</p> <p>The Project Team is currently in the process of identifying potential impacts to known and candidate Species at Risk for various Preliminary Design alternatives to determine Endangered Species Act (ESA) and Species at Risk Act (SARA) permitting implications. At this time, impacts to confirmed and</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>candidate SAR habitats are anticipated as a result of the proposed alignment; however, it is anticipated that many of these impacts can be mitigated through appropriate design modifications and compensatory measures.</p> <p>Early consultation with the MECP has been initiated to determine permitting requirements for Rapids Clubtail which was confirmed within the Main Humber River and associated riparian communities. It is anticipated that many federally designated species will be managed through ESA permitting requirements which will be determined at the detailed design stage.</p> <p>Applicable provincial and federal protocols and regulations with respect to assessment of vegetation, wetlands, wildlife, fish and fish habitat, and species at risk will be followed. Environmental protection and mitigation will be integrated into the Preliminary Design after assessing sensitivity and identifying constraints/opportunities. Where sensitive features cannot be avoided, opportunities for mitigation will be identified and implemented. As permits and mitigation measures are developed, they will be discussed with Indigenous communities. In general, MTO will implement best management construction practices to reduce the potential for spills of sediment or other materials into the environment by implementing appropriate erosion and sediment control measures, isolating work zones to undertake in-water work in the dry, and will minimize equipment use and vegetation removals where possible. More specifically, MTO will adhere to permitted timing windows to avoid riparian vegetation clearing during the breeding bird season and to minimize impacts on fish and fish habitat during critical life periods.</p> <p>Impacts to species at risk, terrestrial ecosystems and designated areas will be discussed with communities regarding potential impact to the Aboriginal right to hunt, fish, trap and gather.</p>
<p>Interest in Fish and Fish Habitat and watercourses crossed by the proposed highway corridor.</p>	<p>The Preferred Route will require crossings of watercourses and wetlands within several watersheds which include Sixteen Mile Creek watershed, Credit River watershed, Etobicoke Creek watershed, and Humber River watershed. The Project may impact a total of 95 watercourse features and several small open-water wetlands identified through desktop mapping and field-verified through detailed habitat mapping in 2020, where Permissions to Enter were granted. These watercourse features encompass all distinct branches of watercourses crossed by the Preferred Route, and includes ephemeral, intermittent and permanent systems that either indirectly, or directly support fish habitat, to ensure compliance with the federal Fisheries Act and the Fisheries and Oceans Canada (DFO) Fish and Fish Habitat Protection Policy Statement, August 2019. Led by a Fisheries Assessment Specialist, fisheries assessments will be undertaken in accordance with the Pilot MTO/DFO/MNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (Fisheries Protocol) and the Interim MTO <i>Environmental Guide for Fisheries</i> (Fish Guide). The Fisheries Protocol was developed jointly by the ministry, DFO, and Ministry of Natural Resources and Forestry (MNRF) to “facilitate a collaborative approach in increasing certainty, consistency, efficiency and effectiveness in providing for the protection of fish and fish habitat on provincial transportation undertakings in the Province of Ontario through the implementation of federal and provincial legislation, regulations, policies and programs”. The Fish Guide provides the direction, guidance, and</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>documentation with respect to meeting each step of the Fisheries Protocol and ultimately, to determine whether a project is likely to cause the death of fish or harmful alteration, disruption, or destruction (HADD) of fish habitat.</p> <p>The four (4) prominent watercourses that require new crossing structures include the Credit River, Main Humber River, as well as the West and East Humber Rivers. Other smaller features may require appropriate crossing designs and potential realignments based on sensitivities and habitat functions. During Preliminary Design, environmental effects and the proposed mitigation measures at the proposed crossing locations will be appropriately reviewed and considered. This will involve review and consultation with key technical agencies, particularly MECP and the local Conservation Authorities. Fisheries and Oceans Canada (DFO) was introduced to the Project during a technical agency meeting held on January 30, 2020, where Rick Kiriluk, Fish Habitat Biologist at DFO was in attendance. DFO stated during the meeting that a staff member will not be assigned to this project until a Request for a Review is submitted during the Detail Design stage.</p> <p>Based on habitat function and sensitivities, it is anticipated that crossing locations can be designed to maintain fish passage, minimize and/or avoid in-water footprint impacts, where possible, and suitable mitigation measures recommended to manage the potential for impacts to fish and fish habitat.</p> <p>Mitigation approaches that will be considered include:</p> <ul style="list-style-type: none"> • Reduce the potential for permanent footprint impacts below the high water level; • Recommend effective measures to reduce the potential for disturbance and sedimentation; • Recommend that construction occur within the applicable in-water timing window; • Minimize riparian vegetation impacts; and, • Design structures to accommodate fish passage, hydraulic, erosion and meander characteristics. <p>It is anticipated that regulatory standards will be achieved through Project design and that site-specific design measures and standard mitigation measures will minimize and/or avoid, where possible, potential for adverse impacts on fish and fish habitat. In those instances where avoidance and/or minimization cannot effectively negate negative effects on fish and fish habitat (i.e. realignments of watercourses to avoid long and skewed enclosed structures), the Project Team will review offsetting principles that will improve existing conditions and that will simulate natural channel function to the extent possible. Further review and refinement may be required during later stages of the Project (i.e. Detail Design and/or design build). Where MTO determines, based on the outcome of the fisheries assessment, that proposed project activities are likely to cause HADD, and/or where federally listed aquatic SAR are present, MTO shall refer the Project to DFO, requesting a project review under the fish and fish habitat protection provisions of the Fisheries Act and under the SARA (if applicable) during the Detail Design and/or design build phase of the project.</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>Applicable provincial and federal protocols and regulations with respect to assessment of vegetation, wetlands, wildlife, fish and fish habitat, and species at risk will be followed. Environmental protection and mitigation will be integrated into the Preliminary Design after assessing sensitivity and identifying constraints/opportunities. Where sensitive features cannot be avoided, opportunities for mitigation will be identified and implemented. As permits and mitigation measures are developed, they will be discussed with Indigenous communities. In general, MTO will implement best management construction practices to reduce the potential for spills of sediment or other materials into the environment by implementing appropriate erosion and sediment control measures, isolating work zones to undertake in-water work in the dry, and will minimize equipment use and vegetation removals where possible. More specifically, MTO will adhere to permitted timing windows to avoid riparian vegetation clearing during the breeding bird season and to minimize impacts on fish and fish habitat during critical life periods.</p> <p>Impacts to fish and fish habitat, species at risk and watercourses will be discussed with communities regarding potential impact to the Aboriginal right to hunt, fish, trap and gather.</p>
<p>Interest in protecting agricultural lands.</p>	<p>Agriculture is being considered in multiple ways in the GTA West Study. The Project Team has used a variety of resources to identify agricultural operations/businesses including: direct count of properties identified on assessment data that are listed as agricultural; direct count of farm operations (building complexes) identified on air photos and verified by field survey, discussions with local landowners (at public meetings, in the field), input from farming groups and societies. In 2015, the Project Team used a survey to obtain more detailed information about agricultural operations in the study area. The Agricultural Operations Survey sought information regarding: the primary use and size of agricultural properties; additional lands used in each agricultural operation (location, size, use); which roads are used (machinery movement) and frequency of use (daily, seasonal); tile drainage (location, type of system); buildings and structures associated with operations (type, size, age); plans to increase or decrease or maintain the current size of operations; what crops are grown and crop rotation; and whether operations are certified for organic production. Survey results were used to increase the Project Team's understanding of potential impacts to agricultural lands, practices and operational linkages and helped to identify key factors in the evaluation of route and interchange location alternatives.</p> <p>A new GTA West transportation corridor cannot completely avoid impacting agricultural land in some parts of the study area since this land use is predominant in some sections. Several route alternatives were considered in each section to allow the consideration of impacts and benefits to a variety of factors. The Reasoned Argument Method was the primary approach for evaluating and determining the Draft Technically Preferred Route. This method allowed the Project Team to qualitatively put as much or as little emphasis on criterion depending on the features of the area. Relating to agriculture, the evaluation of the short listed route alternatives included an assessment of:</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<ul style="list-style-type: none"> • property impacts including encroachment, severance, fragmentation of a parcel, and displacement; • long-term alteration/disruption; • change in area character/aesthetics; • nuisance effects; • change to access / travel time; • change to facilities/utilities/services; and • loss of agricultural facility (barns and ancillary buildings). <p>The Project Team determined the positive and negative effects of each short listed route alternative on the natural environment, land use/socio-economic environment, cultural environment, as well as transportation considerations/cost. The Project Team also determined opportunities for mitigation, and/or compensation and enhancement for each alternative. The net effects of each alternative were then compared in order to identify the Draft Technically Preferred Route. Further mitigation, compensation and/or enhancement measures will be considered during the Preliminary Design phase of the study. Some examples related to agriculture/specialty crops include:</p> <ul style="list-style-type: none"> • Standard mitigation/compensation measures for direct agricultural impacts addressed on an individual property/land owner basis: <ul style="list-style-type: none"> ○ maintenance of farm buildings and field access locations; ○ maintenance of surface and/or subsurface drainage; ○ maintenance of fencing, property security; and ○ property acquisition at fair market value in accordance with ministry policies and directives. • Mitigation for farm equipment traffic/route access on side roads: <ul style="list-style-type: none"> ○ construction of proportionately sized underpasses at appropriate side roads, wide shoulders, good lines of sight on hills and roads; and ○ use of appropriate signage indicating farm areas with slow moving vehicles. • Mitigation during construction: <ul style="list-style-type: none"> ○ dust control; ○ noise control; ○ traffic control - maintenance of farm traffic corridors to allow continued farm equipment movement; ○ maintenance of farm and field access during construction; ○ maintenance of surface and subsurface drainage during construction; and ○ installation of farm fencing. <p>With respect to the arithmetic method (i.e. the secondary approach for evaluating the alternatives), input from each stakeholder group (i.e. Project Team, public, advisory groups) was considered equally. Each evaluation weighting scenario (i.e. Project Team, public, advisory groups) was a sensitivity test on its own that was compared to the results of the Reasoned Argument Method. The combination of the two evaluation methodologies</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>allowed the Project Team to place emphasis on key features, such as agriculture in Section 4 and the Greenbelt in Sections 8 and 9.</p> <p>The Project Team has and will be undertaking fieldwork on properties potentially impacted by the Preferred Route in 2020 and 2021. Information collected will be used to further document existing environmental and engineering conditions and will inform the Preliminary Design of the transportation corridor including developing appropriate mitigation measures.</p>
<p>Interest in the assessment of air quality impacts.</p>	<p>Air Quality and Greenhouse Gas (GHG) Emission Assessment</p> <p>MTO first published the Environmental Guide for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (Guide) in 2012. The Guide, which was updated in May 2020 was reviewed and developed in consultation with numerous provincial and federal agencies including Environment and Climate Change Canada. It provides a framework and methodology to assess and quantify air quality impacts and GHG emissions in transportation projects. The methodology was designed to meet the needs of both provincial and federal regulatory agencies, in the spirit of the Canada-Ontario Agreement on Environmental Assessment Cooperation.</p> <p>The Air Guide provides guidance to support air quality and greenhouse gas assessments to support the selection of a Preferred Route in the early stage of projects using build and no-build scenarios, as appropriate for the project type (e.g. new or expansion).</p> <p>Under the Guide, projects that have multiple planning alternatives would undertake a burden analysis, which compares air contaminant and GHG emission estimates for each alternative. This is completed by:</p> <ul style="list-style-type: none"> • Predicting the annual VKT for each major vehicle type (e.g. passenger vehicle, heavy trucks, buses, and freight trains); • Estimating the emission factors in gram/VKT of pollutant and/or GHG for each vehicle type; • Determining the total pollutant and GHG emissions for each alternative route; • Results can be compared to provide the opportunity for a comprehensive assessment of all relevant options from an air pollutant emissions perspective; and, • The Guide recommends the use of MOVES for estimating vehicle emissions and provides guidance to derive GHG emission factors for a GHG emission impact assessment. <p>The results from this analysis is considered alongside other factors to identify credible routes for the project. If more than one credible route has been identified, the project team may conduct a “credible worst-case air quality</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>analysis” for each alternative which uses conservative assumptions. In this case, air pollution exposure is considered within 500 m of the route alternative. The result of this analysis is used in the decision-making process to identify the Preferred Route alternative.</p> <p>Once a Preferred Route is confirmed, a detailed assessment (comprehensive analysis) is completed for air quality and GHG emissions. For the GHG analysis, the estimated emissions for build and no-build scenarios for the reference years (year of construction, 10 and 20 years after construction) are assessed: Predicting the annual VKT for each major vehicle type (e.g. passenger vehicle, heavy trucks, buses, and freight trains);</p> <ul style="list-style-type: none"> • Predicting the annual VKT for each major vehicle type (e.g. passenger vehicle, heavy trucks, buses, and freight trains); • Estimating the emission factors in gram/ VKT of GHGs for each vehicle type using the US EPA MOVES emissions software; and • Determining the total GHG emissions on the roadway for the reference years. <p>Following the selection of the Preferred Route, an Air Quality Impact Assessment (AQIA) will be performed as per the MTO’s Air Guide. MTO’s AQIA predicts the cumulative concentration of various contaminants of concern due to the operation of the project using a combination of historical background concentrations in the vicinity of the project and air emissions / dispersion modeling and compares to the Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS).</p> <p>Mitigation may be warranted if provincial or federal air quality criteria and standards for one or more criteria air contaminants are exceeded. MTO may consult with the Ministry of the Environment, Conservation and Parks (MECP) on mitigation requirements, and will consider a number of factors, such as the extent, frequency, severity of the impacts, as well as the sensitivity of receptors and difference between build and no-build scenarios.</p> <p>Based on the analysis, opportunities for mitigation may be identified and implemented on a project by project basis. This could include options to reduce greenhouse gas emissions in construction, design criteria and/or operational phases of the project</p> <p>Details of this methodology are discussed further in MTO’s Air Guide. An Air Quality Impact Assessment Report will be prepared that includes the need for mitigation, construction impacts and a discussion of regional burden analysis of Provincial air pollutants and GHGs.</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>Federal Strategic Assessment of Climate Change and GTA West Project</p> <p>The GTA West workplan includes an air quality and GHG impact assessment report that will follow the MTO's Air Guide. As the project is a new highway build and a Preferred Route has been established, the work will follow the detailed assessment for a build only scenario (using 0, 10 and 20 years) as described above.</p> <p>MTO's Guide addresses the quantification of operational GHG emissions. To align with the Federal Impact Assessment Act requirements, the workplan will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of this analysis could inform GHG mitigation measures for both the construction and operational phases of the project.</p> <p>Section 3.2 of the Federal Strategic Assessment considers the upstream GHG emissions of a project does not apply, as they are not significant.</p>
<p>Project should highlight direct benefits to the Indigenous communities.</p>	<p>The Project Team is undertaking a Community Value Plan (CVP) process which is a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility. As part of this process, the Project Team is seeking to incorporate Indigenous Community input into the design of the new multimodal transportation corridor. This input has been requested at all meetings with Indigenous communities since the Public Information Centre #2 milestone and the Project Team will continue to invite this type of input as the study progresses.</p> <p>The CVP will recommend design elements that reflect the social, cultural, historical and environmental interests, including:</p> <ul style="list-style-type: none"> • Commemoration of archaeological / heritage sites • Landscaping • Trails • Wildlife Crossings • Artistic elements at the gateways and bridges
<p>Interest in how Indigenous community interests were considered in the evaluation of route alternatives.</p>	<p>Indigenous community factors considered in the evaluation of the short list of route alternatives included the following. Further details are included in Table 4-2.</p> <p>2.1 Land Use Planning Policies, Goals, Objectives 2.1.1 – First Nation Land Claims</p> <p>2.2 Land Use – Community 2.2.1 First Nation Reserves 2.2.2 Indigenous Sacred Areas</p> <p>2.4 Land Use – Resource 2.4.1 Aboriginal and Treaty Rights and Use of Land and Resources for Traditional Purposes</p>

Identified Interest or Concern	Strategy to Address Issue or Concern
	<p>3.2 Archaeology 3.2.1 Pre-Contact and Contact Indigenous Archaeological Sites 3.2.3 Indigenous Burial Sites</p> <p>This is in addition to the other factors under Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment (including built heritage and cultural heritage landscapes), and Transportation.</p>
Interest in Indigenous community review of the draft EA report	The Preliminary Design phase will culminate in a draft Environmental Assessment (EA) Report, which will be made available for public and Indigenous community review for a minimum of 90-days. Once finalized, the EA Report will also be submitted to and reviewed by the Minister of the Environment, Conservation and Parks. Submission of the final EA Report to MECP is expected at the end of 2022.
Interest in traditional knowledge study	MTO acknowledges this comment and is considering the request.
Interest in Consultation Plans and Action Plans	MTO will develop community specific consultation plans. Consultation Plans and Action Plans are project specific living documents that are iterative in nature and are influenced by communities on an on-going basis depending on the particular needs, interests and capacities of communities at any given point in project development. Engagement and Consultation proceeds based on mutually agreeable methods.
Requests for public open houses within Indigenous communities.	MTO will host open houses within Indigenous communities when requested.
Requests for natural environment data	MTO will provide natural environment data to Indigenous communities upon request.

7. ENVIRONMENTAL EFFECTS MANAGEMENT

Request 3 Q8. Provide any other comments in relation to Environmental effects or impacts to the public or indigenous peoples, and how you intend to address and manage these effects.

The Ministry is committed to fully addressing and managing environmental impacts of the Project and impacts of the Project to the public or Indigenous communities. As described in Section 2 under the EA Process, as part of the Preliminary Design, the Ministry will identify potential environmental impacts and mitigation measures to minimize potential impacts. Through the Preliminary Design a list of commitments will be developed and will be carried forward through further stages of design and into construction. The commitments will include but will not be limited to the PLAAs and legislative requirements outlined in Section 4. The Ministry also commits to continuing to seek feedback from the public and Indigenous communities regarding how the GTA West Corridor could impact communities, as well as feedback on how the impacts could be prevented, remedied or mitigated.

8. APPLICABILITY OF DESIGNATION UNDER THE IMPACT ASSESSMENT ACT

Request 3Q 9. Explain your views on whether the Project should be designated under the IAA.

The Ontario Ministry of Transportation does not support designation of the GTA West Corridor EA under the Impact Assessment Act for the following reasons:

- the GTA West Corridor does not include a physical activity designated by regulation under the Impact Assessment Act (see Section 8.1)
- the Province of Ontario is following a comprehensive Individual EA process in accordance with the OEAA and approved EA Terms of Reference (EA ToR) for this project. This is the most complex level of environmental assessment in Ontario and requires a comprehensive, thorough approach from development of an approved ToR, considerations of “alternatives to”, “alternative methods”, application of impact assessment and mitigation and an extensive consultation and engagement program that has spanned well over a decade
- a comprehensive multi-faceted consultation and engagement program with local community members, Indigenous communities, municipalities and stakeholders has been underway since 2007 and will continue through the completion of the EA and through project implementation (see Sections 5 and 6)
- The GTA West Corridor potential impacts within federal jurisdiction are limited and will be managed through the Ontario Individual EA process and federal permits/authorizations (See Sections 3, 4 and 7)
- The GTA West team engaged IAAC in the fall of 2019 after PIC#2 to confirm applicability of the Impact Assessment Act. A meeting was arranged for January 17, 2020 but was cancelled once the IAAC reviewed the proposed meeting slide presentation and determined that a meeting was not necessary. Follow-up correspondence was provided by the Agency March 25, 2020 confirming the project is not described on the Project List and therefore not subject to the Impact Assessment Act requirements
- designation of the GTA West Corridor under the Impact Assessment Act would delay realization of the significant benefits of the project including alleviating traffic congestion and improving goods movement in the Greater Toronto Area which strengthens the local and regional economy. Delays would also substantively extend the uncertainty for municipal land use planning authorities in accommodating the provincial population and employment growth plan and associated land development
- MECP has been considering the results of consultation on a regulatory proposal (<https://ero.ontario.ca/notice/019-1882>) for a streamlined process to complete the Environmental Assessment for GTAW, tailored to the specifics of the project and the procurement and delivery models planned. The regulation, if approved, will still require MTO to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. Please refer to MECP for details on the regulatory proposal.

Appendix A provides additional input for the Agency's consideration regarding the factors outlined in the Agency's *Operational Guide: Designating a Project Under the Impact Assessment Act* (<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html>) in support of MTO's view that the designation of the GTA Corridor EA is not warranted.

8.1. NOT DESIGNATED UNDER THE PHYSICAL ACTIVITIES REGULATIONS OF THE IMPACT ASSESSMENT ACT

The GTA West Corridor is a new approximately 59 km long combined transitway and highway corridor located in the Regions of Halton, Peel and York, does not include a physical activity designated by regulation under the Impact Assessment Act. Specifically, the GTA West Corridor is not located within:

- a Wildlife Area as defined in section 2 of the Wildlife Area Regulations;
- a migratory bird sanctuary, as defined in Subsection 2(1) of the Migratory Bird Sanctuary Regulation;
- a protected marine area, as established under subsection 4.1(1) of the Canada Wildlife Act;
- a national park

The GTA West Corridor does not require a total of 75 km or more of new right of way. The new right of way requirements for this project are substantively less than the 75km threshold at approximately 59 km and include provisions for a highway and transitway within one corridor. Despite the assertion from the requestor, these are not separate corridors with separate right of ways. Any area highway widenings are not part of the GTA West Corridor Individual EA and would proceed independently under the requirements of the Class EA for Provincial Transportation Facilities (2000).

9. CONCLUSION

The Greater Golden Horseshoe (GGH) is one of the fastest growing regions in North America. The GTA West Corridor has been identified in the *Growth Plan for the Greater Golden Horseshoe* as a future transportation corridor, representing a strategic link between the urban areas of the northwest Greater Toronto Area (GTA) and the western Greater Golden Horseshoe (GGH). Future population and employment growth in major urban centres will result in a significant increase in travel demand for both people and goods movement across the Greater Golden Horseshoe.

As outlined in Section 2, the Ministry is completing an Individual EA , in accordance with the requirements under the *Environmental Assessment Act*. Through this comprehensive process, the Ministry is required to consider all impacts to the environment as defined by the *Environmental Assessment Act*, including those within federal jurisdiction, mitigate these impacts, and undertake robust and meaningful consultation at each stage (design to construction).

The Ministry is committed to working closely with community partners, the municipalities, the public and Indigenous communities as we advance this provincial priority project.

Appendix A
INPUT REGARDING FACTORS THE AGENCY MAY CONSIDER

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The table below provides additional input for the Agency’s consideration regarding factors outlined in the Agency’s Operational Guide: Designating a Project Under the Impact Assessment Act (<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html>) in support of MTO’s view that the designation of the GTA Corridor EA is not warranted.

Relevant Factors the Agency May Take into Account	Response
<p>Is the project or its expansion(s) near a threshold set in the Project List?</p>	<p>In the Physical Activities Regulation, the relevant thresholds is:</p> <p>The construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 75 km or more of new right of way.</p> <p>The GTA West Corridor is a new approximately 59 km long combined transitway and highway corridor. The GTA West Corridor does not require a total of 75 km or more of new right of way. The new right of way requirements for this project are substantively less than the 75km threshold at approximately 59 km and include provisions for a highway and transitway within one corridor.</p>
<p>Would standard design features and mitigation address the anticipated adverse effects?</p>	<p>It is anticipated that the Project will incorporate proven design and mitigation approaches based on recent provincial and national project examples, with flexibility for innovation to meet appropriate industry and regulatory standards for design and operation. See Section 4.2 of the response, outlining work completed to-date to identify mitigation to address adverse effects.</p>
<p>Does the project involve new technology or is a new type of activity?</p>	<p>The Project will use modern, proven, conventional road construction technology that has been used in Canada and throughout the world.</p>
<p>Can the potential adverse effects be adequately managed through other existing legislative or regulatory mechanisms?</p>	<p>The potential for adverse effects will be evaluated through a well-defined multi-step EA process that will identify the impacts that the Project may have on the environment, as well as corresponding mitigation measures and monitoring activities to verify mitigation effectiveness. The EA includes a description of applicable PLAAs, and the Project will be implemented in accordance with applicable federal, provincial and municipal authorizations. See Section 2 of the response, outlining the robust Ontario Individual EA Process, as well as Section 4 of the response, outlining required and anticipated PLAAs.</p>

<p>Will an assessment of environmental effects be carried out by another jurisdiction?</p>	<p>The assessment of environmental effects will be carried out by the MTO (the proponent) under the requirements of the OEAA as part of this Individual EA.</p>
<p>Could the project cause adverse environmental effects because of its location and environmental setting, or because of a change in use on previously developed lands?</p>	<p>The GTA West Corridor will include assessment of existing sensitive features in the project footprint, related effects, and mitigation and monitoring recommendations, as outlined in Section 4 of the response. The rigorous assessment and authorization process required for Project implementation is anticipated to effectively address the potential for adverse effects within applicable regulatory standards. The Project will be implemented within the Regions of York, Peel and Halton where similar new transportation infrastructure has been previously planned and effectively constructed while limiting the potential for adverse effects.</p>
<p>Are there proposals for multiple activities within the same region that may be a source of cumulative effects?</p>	<p>The project will take place within a suburban and rural environment for which concurrent development and infrastructure construction is an ongoing consideration, in particular related to air quality and noise and vibration. However, the Project will be designed and implemented to meet regulatory standards to effectively manage the potential for environmental impacts.</p>
<p>Are there potential effects across international borders?</p>	<p>The Project takes place in Canada, within the Regional Municipality of Halton, Regional Municipality of Peel and the Regional Municipality of York, in the Province of Ontario</p>
<p>Would the potential greenhouse gas emissions associated with the project hinder the Government of Canada's ability to meet its commitments in respect of climate change, including in the context of Canada's 2030 emissions targets and forecasts?</p>	<p>Based on the regional air quality assessment work that was completed in Stage 1 of this project, the proposed project will not hinder Canada's ability to meet 2030 emissions targets since it will not result in any significant increases in regional emissions. This is likely a result of better traffic flow (and less congestion-related emissions) as well as improvements in vehicle fuel efficiency over time. Detailed air quality assessment of the Preferred Route will be completed as part of this Environmental Assessment.</p>
<p>Has a response to a prior request to designate the project been rendered, including a response under the Canadian Environmental Assessment Act, 2012?</p>	<p>MTO is not aware of any such requests</p>