

2 OUTLINE OF STUDY AND CONSULTATION PROCESS

2.1 INTRODUCTION

An extensive consultation process was undertaken to assist in the planning and impact assessment for this project. Throughout the duration of the study, those consulted included:

- External agencies (including Provincial Ministries and Agencies, Federal Departments, and Conservation Authority);
- Municipalities;
- Aboriginal Communities; and,
- The Public (including affected land owners, interest groups and the general public).

Consultation for the project was undertaken in accordance with the Highway 427 Transportation Corridor EA ToR. This section outlines the consultation carried out. Additional details on how the input received affected the decision making process are in Chapter 5.

Consultation was an integral component of this study. It provided opportunities for two-way communication with interested stakeholders. Consultation activities also enabled the identification of potentially significant environmental issues early in the decision making process and ensured that they were given appropriate consideration.

The consultation program was carried out based on the following principles:

- All reasonable efforts were made to ensure that potentially affected or interested parties were given the opportunity to participate in the consultation process;
- Stakeholders could provide input at any time during the study; however, structured opportunities for input occurred at key study stages;
- MTO constructively addressed input received during the consultation process;
- MTO made reasonable efforts to resolve concerns; and
- Consultation plans and processes were sufficiently flexible to permit responses to new issues that arose as the study proceeded.

Throughout the study, stakeholders were able to choose their level of involvement from one or more of the following options:

- Project Website (www.427corridor.com);
- Public Information Centres; and
- Direct contact with the project team.

2.2 STUDY ORGANIZATION AND STUDY STAGES

The consultation process followed the requirements set out in Section 7 of the EA ToR. Under this process, consultation was undertaken at the key project phases, including the need, alternatives to the undertaking, alternative methods, and preliminary design (concept design), including the associated impacts and mitigation measures. Exhibit 2-1 outlines the major steps and timelines for the study. For a detailed summary of the consultation activities carried out for the project see Appendix C.

The purpose of this section is to outline the consultation activities undertaken, identify the key issues raised and how they were resolved.

Consultation activities during the EA were structured around obtaining input on the following study phases and included the following key events (minutes of these meetings are included in Appendix B, Public Information Centre Reports are included in Appendix C):

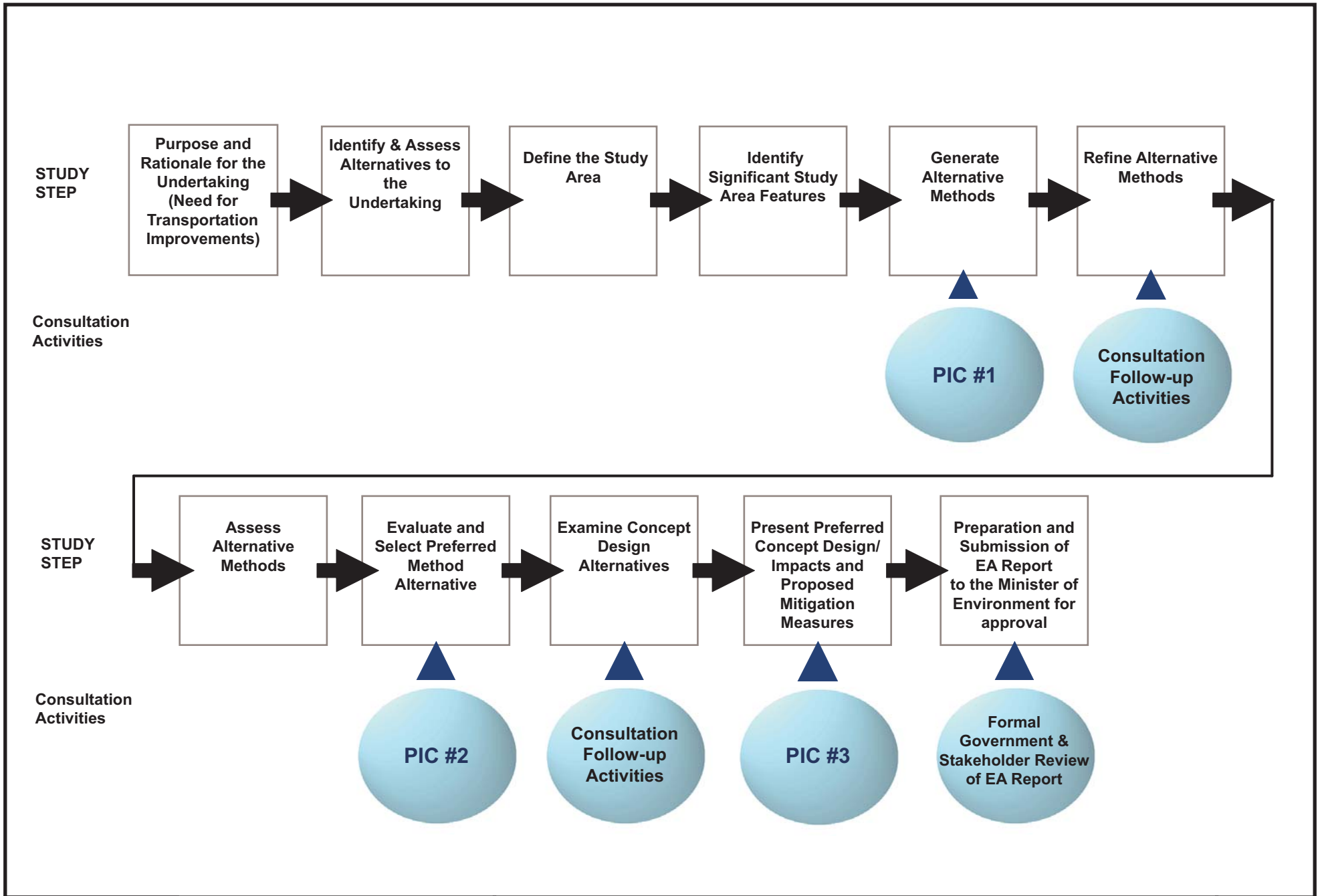
- Defining the Purpose and Rationale for the Undertaking / Determining Alternatives to the Undertaking / Defining of the Study Area, Generation of Alternative Methods:** Stakeholders provided input on transportation needs, the assessment and selection of the preferred planning alternative(s) (alternatives to the undertaking), the study area, the generation of alternative methods and the criteria to evaluate and select a preferred alternative.

Table 2-1: Key Agency Consultation Dates (Consultation Round 1)

Municipal Advisory Committee Presentation #1	July 11, 2006
City of Brampton Engineering Meeting	July 13, 2006
Canadian Pacific Rail (CPR) Meeting #1	October 20, 2006
Canadian Environmental Assessment Agency Meeting	November 9, 2006
CPR Meeting #2	November 30, 2006
Toronto and Region Conservation Authority (TRCA) / Ministry of Natural Resources (MNR) Meeting #1	December 1, 2006
TRCA / MNR Meeting #2	March 23, 2007
Municipal Advisory Committee Presentation #2	March 29, 2007
Highway 427 Extension Committee Presentation	April 11, 2007
Town of Caledon Council Presentation	April 18, 2007
Regulatory Agencies Advisory Group Meeting #1	April 25, 2007
City of Vaughan Council Presentation	May 22, 2007

Table 2-2: Key Public and Landowner Consultation Dates (Consultation Round 1)

Public Information Centre #1 - Vaughan	April 25, 2007
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- Assessment / Evaluation of Alternative Methods and Selection of the Preferred Alternative:** Stakeholders provided input on the evaluation of alternatives and the rationale for the selection of the preferred alternative and provide suggestion for refinements that should be considered during Concept Design. The two stages involved in assessing and evaluating alternative methods of carrying out the undertaking were (1) potential terminus locations and (2) route alignments.

Table 2-3: Key Agency Consultation Dates (Consultation Round 2)

Region of Peel Transportation and Planning Meeting	June 7, 2007
CPR Meeting #3	July 18, 2007
Interrelated Peel – York Region Studies Meeting	July 19, 2007
Vaughan West EA Team Meeting	August 24, 2007
Major Mackenzie Drive Stakeholder Meeting (Region of York, City of Vaughan, TRCA and local landholders north of Major Mackenzie Drive) #1	October 9, 2007
Hydro One Meeting #1	October 15, 2007
TRCA Meeting	November 27, 2007
City of Vaughan Meeting	December 4, 2007
Municipal Advisory Committee Presentation #3	April 4, 2008
TRCA / MNR Meeting #3	April 7, 2008
Town of Caledon Council Presentation	April 15, 2008
City of Vaughan Meeting	April 18, 2008
Highway 427 Extension Committee Presentation	April 22, 2008
Regulatory Agency Advisory Group Meeting #2	May 13 & 15, 2008

Table 2-4: Key Public and Landowner Consultation Dates (Consultation Round 2)

Public Information Centre #2 – Vaughan	May 13, 2008
Public Information Centre #2 – Bolton	May 15, 2008

- Preliminary Design (Concept Design) and Mitigation of the Recommended Alternative:** Stakeholders provided input on Concept Design details and refinements as well as measures to address specific impacts of the preferred alternative that will require mitigation during design, construction and post-construction. Participants in the EA were asked to comment on the evaluation and the rationale for the selection of the preferred Concept Plan.

Table 2-5: Key Agency Consultation Dates (Consultation Round 3)

Major Mackenzie Drive Stakeholder Meeting #2	July 18, 2008
TRCA Study Area Field Walk	August 15, 2008
Major Mackenzie Drive Stakeholder Meeting #3	October 15, 2008
TRCA / MNR Meeting #4	March 27, 2009

Table 2-5: Key Agency Consultation Dates (Consultation Round 3)

Municipal Advisory Committee Presentation #4	April 6, 2009
York Region Transportation and Works Committee Presentation	April 8, 2009
Peel Region General Committee Presentation	April 16, 2009
Highway 427 Extension Committee Presentation	April 17, 2009
City of Brampton Planning, Design and Development Committee Presentation	April 20, 2009
Town of Caledon Council Meeting	April 21, 2009
Regulatory Agency Advisory Group Meeting #3	April 22 & 23, 2009
Hydro One Meeting #2	April 27, 2009
Hydro One Meeting #3	May 7, 2009

Table 2-6: Key Public and Landowner Consultation Dates (Consultation Round 3)

Landowner Meeting (Remington Group)	April 7, 2009
Public Information Centre #3 – Vaughan	April 22, 2009
Public Information Centre #3 – Bolton	April 23, 2009
Landowner Meeting (TACC)	May 22, 2009
Landowner Meeting (Trinity)	May 27, 2009
Landowner Meeting (Milani)	May 27, 2009
Landowner Meeting (ZZEN)	May 28, 2009
Landowner Meeting (Condeland Engineering)	July 8, 2009
Landowner Meeting (Gusgo Transport Limited)	July 28, 2009

First Nations Consultation

The following First Nation Groups were sent notification letters throughout the EA study, including Study Commencement, PIC notifications and Notice of Completion:

- Mississaugas of the New Credit First Nation
- Kawartha Nishnawbe First Nation
- Six Nations of the Grand River

These groups were provided copies of display materials presented at PICs as well as the minutes of project meetings held with MNR and TRCA. These groups were also contacted to inquire if they wished to meet with the project team prior to PIC #1.

A meeting was held November 30, 2006 with Six Nations of the Grand River Territory to provide a project overview, study progress and anticipated archaeological field work.

In addition, the following groups also received notification of the review of the EA Report (both the pre-submission review and formal filing):

- Alderville First Nation
- Association of Iroquois and Allied Indians

- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Mnjikaning First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississauga of Scugog Island
- Mohawks of the Bay of Quinte Tyendinaga
- Nation Huron-Wendat
- Oneida First Nation
- Union of Ontario Indians
- Wahta Mohawks First Nation

Details on all the First Nation Consultation are included in Appendix C.

2.3 CONSULTATION OVERVIEW

2.3.1 Defining the Purpose and Rationale for the Undertaking / Determining Alternatives to the Undertaking / Defining of the Study Area, Generation of Alternative Methods

Preliminary transportation problems and opportunities were identified during the Terms of Reference (ToR) stage. As a result of the preliminary ToR findings, additional technical work was carried out during the EA study to define and document transportation problems (i.e. the rationale and purpose of the undertaking and opportunities).

The need for the Highway 427 Corridor EA was based on an evaluation of alternatives to the undertaking.

As noted in the ToR, the purpose of the study was to:

- Address existing and short-term transportation problems related to the current Highway 427 terminus, truck traffic accessibility to and from the CP Vaughan Intermodal Facility, and their impact on inter-regional traffic in the Peel-York boundary area;
- Identify and protect required property for any proposed transportation corridor and allow planned development to occur outside of the transportation corridor;
- Ensure that alternatives / preferred solution will not preclude or predetermine planning for the other future transportation corridors such as the GTA West corridor or a future extension of the transportation corridor northerly, if ever required.

Transportation problems and opportunities were reviewed with agencies, local municipalities and the public (at Public Information Centre #1 and the first round of agency meetings). An overview of this consultation is provided below.

In order to meet the requirements of the *Ontario Environmental Assessment Act*, two types of alternatives were examined as part of the EA study: alternatives to the undertaking and alternative methods of carrying out the undertaking. **Section 2.3.2** provides an overview of the consultation that was undertaken to generate and evaluate alternatives methods of carrying out the undertaking.

Alternatives to the undertaking (i.e. planning alternatives) represent reasonable means of addressing the stated transportation problems and opportunities, as well as achieving the purpose of the undertaking. A number of alternatives to the undertaking were considered as part of the EA study. It was determined that a combination of the individual alternatives to the undertaking is desirable to address the identified problems and opportunities. The evaluation of alternatives to the undertaking are discussed further in **Section 4.3**.

Alternatives to the undertaking were developed and assessed in consultation with the public, government agencies, local municipalities and affected stakeholders. The alternatives were presented at Public Information Centre (PIC) #1. Some of the key consultation sessions, in which alternatives to the undertaking were presented and discussed, are listed in greater detail below.

Once it was confirmed that an extension of Highway 427 was part of the preferred alternative to the undertaking, the study area was finalized and initial concepts on alternative alignments and terminus locations were generated. These were also present at the first round of consultation activities.

Municipal Advisory Group Meeting #1 (July 11, 2006)

The Municipal Advisory Group (MAG) for the EA study includes Region of Peel, City of Brampton, Town of Caledon, York Region and City of Vaughan. The Township of King was invited to be a part of the MAG but did not participate in the first three meetings. The first MAG meeting was held July 11, 2006 to provide a project overview, present the proposed study schedule, determine the format and involvement of MAG throughout the study and discuss project-related issues and considerations. The key comments from the MAG meeting are listed below.

Comment Expressed	How the Comment was Addressed
The MAG should be kept flexible so that the municipalities can have more or less attendees depending on the specific stage of the project and the specific issues being addressed.	Comment noted.
The northern limit of the Highway 427 extension must not predetermine or preclude either a future northern extension or the GTA West Corridor.	The entire study is restricted to south of the Greenbelt and the purpose of the study is to address short-term problems related to the current Highway 427 terminus (traffic

Comment Expressed	How the Comment was Addressed
	and CPR access), to identify a corridor to allow development to proceed, and to not preclude or predetermine a potential future northerly extension or connections with other potential transportation corridors.
Noted the importance of the CPR terminal to the region and the impacts of the CPR terminal on the regional road network.	The CPR traffic concerns and access are key objectives of the EA study.

TRCA / MNR Meeting #1 (Dec 1, 2006)

The first joint TRCA / MNR meeting was held on December 1, 2006 to provide a project overview, study progress, overview of data collection and the discussion of guiding principles for the generation of route alternatives. The key comments from the TRCA / MNR meeting are listed below.

Comment Expressed	How the Comment was Addressed
Inquiry about the scope of the study, in particular the traffic analysis and whether issues north of the Greenbelt/Oak Ridges Moraine would be addressed.	The primary purpose of this study is to address existing and short-term transportation problems related to the current highway terminus, as well as to provide better access to the CP Intermodal terminal. The current provincial policy does not support extending Highway 427 into the Greenbelt/Oak Ridges Moraine.
Concern regarding the potential impacts to existing east/west roads in the study area, which are rural in nature	Impacts to local roads will be considered when evaluating route alternatives.

TRCA / MNR Meeting #2 (March 23, 2007)

The second joint TRCA / MNR meeting was held on March 23, 2007 to provide an update of study status, overview of data collection, route generation and evaluation and terminus locations. A key comment from the TRCA / MNR meeting is listed below.

Comment Expressed	How the Comment was Addressed
Inquiry about protecting a corridor for a transitway.	The alternatives included protection for a 60m transitway.

Municipal Advisory Group Meeting #2 (March 29, 2007)

The second MAG meeting was held on May 29, 2007 to review the study purpose and consultation plan, provide a study update prior to PIC #1, review preliminary route alternatives, and discuss co-ordination with municipal projects (Region of York Western Vaughan EA Study and Region of Peel Highway 50 / Highway 427 Extension Area Transportation Master Plan Study). The key comments from the MAG meeting are listed below.

Comment Expressed	How the Comment was Addressed
Details regarding the status of relevant municipal projects were provided.	Comments noted.
Inquiry on whether the 427 EA traffic analysis will show a comparison of traffic impacts between the two Mayfield Road terminus location alternatives.	The traffic analysis incorporated traffic impact comparisons at the terminus locations.

Regulatory Agencies Advisory Group Meeting #1 (April 25, 2007)

Prior to PIC #1, a Regulatory Agencies Advisory Group (RAAG) preview session was held from 2:00 p.m. to 3:30 p.m. for external agencies. Government agencies were notified on April 5, 2007 by direct mail of the RAAG preview session. The Ministry of the Environment and TRCA were the only agencies that attended the RAAG Meeting. TRCA requested additional information and rationale for why route alternatives were not being considered west of Highway 50. This rationale is presented in Section 5.1.

Public Information Centre #1 (April 25, 2007)

Three rounds of Public Information Centres (PICs) were held during the EA study. The PICs were arranged as drop-in centres (open house format) to allow the public to see results, exchange information and ask one-on-one questions of the project team. The PICs serve an important function of providing two-way communication on specific local conditions, issues and concerns regarding the study.

The first PIC was held on Wednesday, April 25, 2007 to present transportation needs, the assessment and selection of the preferred planning alternative(s) (alternatives to the undertaking), the study area, the generation of alternative methods and the criteria to evaluate and select a preferred alternative.

The Ontario Government PIC notice was advertised as follows:

- L'Express – Tuesday, April 10, 2007
- Toronto Star – Wednesday, April 11, 2007
- Brampton Guardian – Wednesday, April 11, 2007
- Vaughan Citizen – Thursday, April 12, 2007
- Caledon Enterprise – Saturday, April 14, 2007

Notification letters were distributed by direct mail to external agencies, municipalities, interest groups, and other relevant bodies on April 5, 2007. Notifications were posted online on the study's website at www.427corridor.com. In addition, letters and emails were sent to members of the public and interest groups on the Project Team Mailing List. All notifications and letters included the project website address.

Approximately 140 people attended the PIC (132 people signed the registration sheets). the majority of the attendees were property developers who own land within the study area. Elected

Officials and municipal staff from adjacent municipalities and within the study area also attended. Generally, comments were positive with people wanting to know when and where Highway 427 would be built, why the highway is not going farther north and why the EA process takes so long.

Comments regarding the route alignments were provided at Public Information Centre #1. Specifically, an alignment crossing the northeast corner of the CPR Intermodal Facility just east of and adjacent to the Hydro Corridor was suggested. The Project Team took into consideration the suggestion and included the “new west alignment” as part the proposed alternative route alignments to be evaluated. Key comments received at PIC #1 are listed below.

Comment Expressed	How the Comment was Addressed
Concerned about highway crossing through the Oak Ridges Moraine or King Township.	The north study limits are located at the south end of the Greenbelt, and therefore an extension north towards the Oak Ridges Moraine or into King Township is not being considered as part of this study.
Concerned that alignments presented have significant impacts on the amount of developable land.	The alternative alignments were generated to minimize, to the extent possible, the impacts to sensitive features in the study area. These alignments will be further refined as the study progresses. Furthermore, the preferred alignment will be selected based on a number of criteria, including impacts to the natural and cultural environments and existing and future land uses.
Concerns related to traffic impacts to local roads.	Comment noted. The 427 extension will be designed to minimize impacts to local roads.
A ‘west’ alignment between Rutherford Road and Major Mackenzie Drive was proposed by the local municipality and several landowners. The new alignment would pass through the northeast, triangular corner of the CPR terminal site, parallel to the transmission corridor.	The Project Team took into consideration the suggestion and included the new ‘west’ alignment alternative as part of the alignment alternatives to be evaluated.

2.3.2 Assessment and Evaluation of Alternative Methods and Selection of the Preferred Alternative

Generating alternative methods involves identifying an appropriate study area and then identifying the various alternative ways of meeting the purpose and rationale of the undertaking using the preferred transportation planning alternative(s). After the study area was established, potential terminus locations and route alternatives were generated. As the alternatives were developed, study area information was supplemented with field data and additional research as required. Some of the key considerations used to assist in generating alternative methods

included the impact of the future local road network, the degree to which the alternative addresses the problems, and whether the alternative predetermines or precludes other future transportation initiatives.

Alternative methods were developed and assessed in consultation with the public, government agencies, local municipalities and affected stakeholders. The alternative methods were presented at PIC #1. In addition to data collection, consultation was critical in developing a reasonable set of alternative methods where the local community can add valuable insight into the existing conditions. Some of the key consultation sessions in which alternative methods were presented and discussed are listed in greater detail below.

After the various alternative methods were generated and refined based on consultation, an evaluation process was undertaken. The first step was to determine the potential advantages and disadvantages of each alternative (both terminus location and route alignment) based on potential effects to socio-economic factors, cultural factors, natural factors and technical feasibility. After this background information was gathered, a comparative examination of the advantages and disadvantages of the alternatives was undertaken to identify a technically preferred route. The alternative methods of carrying out the undertaking are discussed further in **Chapter 5**.

MTO carried out the evaluation using two complementary evaluation approaches to assist in the selection of a preferred alternative. The Reasoned Argument (or Trade-off) method was the primary tool used. This method focusing on clearly examining the differences in net effects among alternatives and comparing those differences to provide a clear and concise rationale for the selection of the preferred alternative) was the primary tool used. An Arithmetic method (using scoring and weighting) was used as a secondary tool to verify the results of the Reasoned Argument method. The Arithmetic evaluation provided a means to compare the alternative methods based on a numerical scaling with weights assigned by MTO and other stakeholders as determined through the EA Study consultation. The Arithmetic evaluation approach was a good sensitivity analysis tool to determine if the conclusions of the Reasoned Argument approach were valid and appropriate.

In accordance with the ToR, consultation was undertaken with government ministries, municipalities, agencies, First Nations and the public to gauge comments early in the EA process. The evaluation of alternative methods was presented at PIC #2. Stakeholders were consulted on the weighting scenarios developed in the evaluation of alternative methods. Some of the key consultation sessions in which the evaluation of alternative methods was presented and discussed are listed in greater detail below.

TRCA Meeting (November 27, 2007)

A meeting with TRCA was held on November 27, 2007 to provide an update of study status and overview of terminus and route alignment alternatives and discuss recent MTO and TRCA meetings with York Region Councillors and developers/landowners. The key comments from the TRCA / MNR meeting are listed below.

Comment Expressed	How the Comment was Addressed
The potential natural environment impacts of each family of routes were discussed. In particular, the potential impacts of the west family of routes (in Vaughan) to West Robinson Creek were discussed as that was the major difference in impacts among the different families of alternatives.	TRCA agreed with the Project Team's assessment of natural environmental constraints and the significance of effects. Staff will review the evaluation package in detail, once received.
TRCA asked why an alignment west of Hwy 50 (in Peel) had not been carried through to the detailed route evaluation. TRCA staff reiterated their request to include a western route (in Peel) in the list of alternative routes and that it be evaluated.	An alignment west of Hwy 50 (in Peel) was not carried forward because it conflicted with adjacent residential land use, had a reduced ability to serve the Intermodal Facility and had technical issues associated with geometrics and location of providing interchanges at Rutherford Road and Major Mackenzie Drive.
How does this study fit into the work being done by the GTTA and support sustainable transportation?	The 427 EA Study includes protection for a 60-m transitway right-of-way and will facilitate improved access and movements in and out of the Intermodal Facility. The 427 Transitway could also tie into the approved Highway 7 BRT and the proposed 407 Transitway.

Municipal Advisory Group Meeting #3 (April 4, 2008)

The third MAG meeting was held to review refinements made since PIC #1, provide a study update prior to PIC #2, review the analysis and evaluation of route alternatives, discuss the Project Team's initial recommendations and discuss the next steps. The next steps included developing a preliminary design and undertaking more detailed field investigations to develop mitigation measures and strategies. The key comments from the MAG meeting are listed below.

Comment Expressed	How the Comment was Addressed
"Corridor protection" is an issue shared by all municipalities and there is concern that termination at Major Mackenzie Drive now will limit the opportunity for future further extension of Highway 427.	The entire study is restricted to south of the Greenbelt and the purpose of the study is to address short-term problems related to the current Highway 427 terminus (traffic and CPR access), to identify a corridor to allow development to proceed, and to not preclude or predetermine a potential future northerly extension or connections with other potential transportation corridors.

TRCA / MNR Meeting #3 (April 7, 2008)

The third joint TRCA / MNR meeting was held on April 7, 2008 to provide an update of study status, overview of terminus and route assessments, and summary of natural environment existing conditions work undertaken to-date. At this meeting, MNR requested a field walk of the preferred route. TRCA also expressed interest in attending any such field visit. A field walk was carried out on August 15, 2008 to review selected crossings along the technically preferred alternative. The design approach of the crossings was also discussed, as well as, the crossing of West Robinson (northern crossing) in relation to a potential westerly shift was discussed.

Regulatory Agencies Advisory Group Meeting #2 (May 13 and 15, 2008)

An external agency session was held in advance of PIC #2 from 2:00 p.m. to 4:00 p.m. The purpose of the session was to present the assessment and refinement of alternative methods, leading to a preferred alternative. Eleven attendees chose to sign the registration for the May 13 session, and ten attendees chose to sign the registration for the May 15 session.

The May 13 RAAG session was attended by representatives from the Region of Peel, Region of York, York Transit, City of Brampton and City of Vaughan. The PIC was also attended by Mayor Linda Jackson, City of Vaughan. Numerous councillors from King and Vaughan also attended the PIC. The May 15 session was attended by representatives from the Region of Peel and the Town of Caledon. The PIC was also attended by several councillors from the Town of Caledon.

Public Information Centre #2 (May 13, 2008 and May 15, 2008)

The second round of PICs were held on May 13, 2008 in Vaughan and May 15, 2008 in Bolton, after alternative methods had been refined and assessed, leading to a preferred alternative. It should be noted that a second venue in Bolton was added at the request of the Town of Caledon. Media that attended the PIC included Caledon Citizen and Caledon Perspectives.

The PIC notice was advertised in the following newspapers:

- Vaughan Citizen – May 1, 2008
- Toronto Star – May 2, 2008
- Brampton Guardian – May 2, 2008
- Caledon Enterprise – May 3, 2008
- Toronto L'Express – May 6, 2008

Notification of the PIC occurred through newspaper advertisements (as noted above), and direct notification letters mailed to the project mailing list (including agencies, municipalities, potentially affected property owners and members of the public).

It is estimated that approximately 159 people attended the May 13 PIC with 144 attendees choosing to sign the registration. It is estimated that approximately 73 people attended the May 15 PIC, with 58 attendees choosing to sign the registration.

Thirteen comment sheets were received at each PIC. One comment sheet was later received by mail. The key comments received at PIC #2 are listed below.

Comment Expressed	How the Comment was Addressed
Request that Highway 427 extend even further North.	In accordance with the province's Growth Plan for the Greater Golden Horseshoe, the northern limit of the study area is the southerly border of the Greenbelt; therefore, an expansion north is not being considered at this time.
Request to speed up the process.	This EA study is expected to be completed mid-to-late 2009. Upon completion, once the Environmental Assessment Report has been approved by the Minister of the Environment, the project may proceed to detail design and construction. However, no construction timetable has been defined at this time.
Concern that all but the Western-most alignment would negatively effect the community of Nashville.	The technically preferred terminus location for this EA study is Major Mackenzie Drive and technically preferred route is the Central Alternative. Given that the terminus location is Major Mackenzie Drive, we do not feel that there will be significant impacts to the existing community in Nashville. In addition, the terminus location will not predetermine any future extension alignment.

2.3.3 Preliminary Design (Concept Design) and Mitigation of the Recommended Alternative

Following the selection of the technically preferred route (TPR) and terminus location, additional investigation was undertaken to refine the preferred alternative, including the specific alignment, interchange configuration details and associated facilities. A Preliminary Design (Concept Design) plan was prepared for the preferred alternative method. The preliminary design alternatives (are discussed further in **Section 5.0**).

Refinements to the TPR were presented at Public Information Centre (PIC) #3 along with approval requirements and mitigation measures. Some of the key consultation sessions in which the recommended alternative was presented and discussed are listed in greater detail below. Features of the recommended alternative are discussed further in **Section 6.0**.

Major Mackenzie Drive Stakeholder Group Meeting #1 (July 18, 2008)

Consultation on the TPR at the north end of the study area was ongoing with York Region, City of Vaughan, TRCA and local landowners. This consultation was a result of the commitment made during PIC #2 to examine a westerly shift to the TPR north of the CPR property. The purpose of the meeting was to provide input on the alignment as it progressed. Following PIC

#2, the Project Team developed an initial westerly shift of the Major Mackenzie Drive Interchange and presented it to the stakeholders for comments. The key comments received at the July 18, 2008 meeting regarding the initial westerly shift are listed below.

Comment Expressed	How the Comment was Addressed
427 Extension alignment at Major Mackenzie Drive should not preclude a future extension.	This has been a key consideration. The inclusion of a horizontal curve north of West Robinson Creek would still keep options open to the north. Conceptual alignments north of Major Mackenzie Drive will be developed to illustrate this point. These conceptual alignments (north of Major Mackenzie Drive) will demonstrate the flexibility of a connection with the GTA West Study.
<p>Concern regarding access to Major Mackenzie Drive:</p> <ul style="list-style-type: none"> • Realignment of Huntington Road and its connection to Major Mackenzie Drive. • Access to the development north of Major Mackenzie Drive. • Potential Huntington Road realignment and potential access points to the development should not preclude a future extension. 	Concepts for a Huntington Road realignment will be developed.
The transitway station and the associated access at Major Mackenzie Drive should be shown as part of the TPR.	Transitway Station details and impacts will be further developed.
Concern that the transitway associated with the westerly shifted alignment at Major Mackenzie Drive may encroach along the north edge of the West Robinson Creek valley and York Greenland System before crossing the rail line. Efforts should be made in design to limit this potential impact.	Field review arranged with TRCA to further understand the impacts on this area.
TRCA supports the Central Route and furthermore is pleased that the westerly shifted alignment incorporates a perpendicular crossing of the watercourse at the optimal crossing location.	Comment noted.
Concern from CPR regarding the refinement and its impact to CPR property. The shifted alignment results in the CPR property being separated into parcels that are potentially too small for rail or warehouse operations.	Comment noted. Refinements will be investigated to minimize impacts to the CPR property.

TRCA Field Walk (August 15, 2008)

Following the stakeholder group meeting on July 18, 2008, the Project Team undertook a field walk with TRCA. The purpose of this was to confirm the impacts of the western alternative, review options for a westerly shift and review all the other environmental features impacted by

the project. Following this review, TRCA confirmed that they agreed with the original assessment made by the Project Team related to the western alternative (it had significantly higher environmental effects than the central alternative). TRCA was supportive of a westerly shift provided that the crossing location of the West Robinson Creek identified in the TPR was maintained.

Major Mackenzie Drive Stakeholder Group Meeting #2 (October 15, 2008)

Following the stakeholder group meeting on July 18, 2008, the Project Team reviewed the initial westerly shift to the Major Mackenzie Drive Interchange presented in light of comments received. The Project Team attempted to mitigate the stakeholder concerns and presented the modifications to the alignment to the stakeholder group on October 15, 2008. There was general agreement among stakeholders that the concept presented was a reasonable balance among all the interests and that MTO would continue with their preliminary design with the alignment. It was also agreed that concepts for a Huntington Road realignment will be developed with continued stakeholder consultation.

TRCA / MNR Meeting #4 (March 27, 2009)

The fourth joint TRCA / MNR meeting was held on May 27, 2009 to provide an update of study status, an overview of refinements to the preferred alternative and a watercourse crossing summary. The key comments from the TRCA / MNR meeting are listed below.

Comment Expressed	How the Comment was Addressed
TRCA is satisfied that their concerns have been addressed at preliminary design. TRCA requests that reports are submitted in advance or with advanced notice.	Comments noted.
TRCA noted that the project team had selected the best alternative, but there will still be environmental impacts that cannot be addressed. TRCA has a commitment of achieving “net environmental gain” from the project. MNR is also looking to ensure adequate mitigation is provided.	MTO noted the comment and would review based on current MTO Policy and will be noted in project documentation.

Municipal Advisory Group Meeting #4 (April 6, 2009)

The purpose of the fourth MAG meeting was to provide a study schedule and consultation update, review refinements made since PIC #2, provide a study update prior to PIC #3 and discuss next steps – which included the completion of Preliminary Design and submission of an Environmental Assessment Report. The Township of King was present in addition to the Region of Peel, City of Brampton, Town of Caledon, York Region and City of Vaughan. The key comments expressed at the MAG meeting are noted below.

Comment Expressed	How the Comment was Addressed
Support from the municipalities for the Highway 427 Extension to Major Mackenzie Drive and even further north.	Comment noted.
"Corridor protection" is an issue shared by all municipalities and there is concern that termination at Major Mackenzie Drive will predetermine any future extension alignment.	The entire study is restricted to south of the Greenbelt and the purpose of the study is to address short-term problems related to the current Highway 427 terminus (traffic and CPR access), to identify a corridor to allow development to proceed, and to not preclude or predetermine a potential future northerly extension or connections with other potential transportation corridors.
Flexibility and coordination with York Region's Western Vaughan IEA Study is required for the TPR at realigned Major Mackenzie Drive.	The Project Team will work with the West Vaughan IEA early in the Preliminary Design phase to ensure the two designs are compatible.
Suggestion that there be a dedicated ramp from Highway 427 northbound to Rutherford Road westbound to service the high volume of truck traffic travelling to the CPR Vaughan Intermodal Facility.	Interchange design alternatives will be considered during the preliminary design phase.
In consideration of "usable land", the TPR alignment should minimize undevelopable land. For example, in the vicinity of the TPR at realigned Major Mackenzie Drive it would be preferable that the north-south strip of land between the TPR and the Regional Greenlands be eliminated to minimize undevelopable land.	The alignment will be reviewed so to minimize undevelopable land.

Regulatory Agencies Advisory Group Meeting #3 (April 22 & 23, 2009)

Prior to PIC #3, a Regulatory Agencies Advisory Group (RAAG) preview session was held from 3:00 p.m. to 4:00 p.m. for external agencies. Government agencies were notified on April 8, 2009 by direct mail of the RAAG preview session. Four attendees chose to sign the registration for the April 22 session, and 5 attendees chose to sign the registration for the April 23 session. The April 22 session was attended by representatives from Region of York, City of Vaughan, GO Transit and the Ministry of the Environment. Some councillors from King and Vaughan also attended the PIC. The April 23 session was attended by representatives from the Region of Peel, Region of York, City of Vaughan, the Town of Caledon and the Toronto and Region Conservation Authority. The PIC was also attended by councillors from the Town of Caledon.

Comment Expressed	How the Comment was Addressed
Consider constructing the highway over Zenway Boulevard	Both options of Highway 427 going over or under Zenway Boulevard were considered at the start of the preliminary design. Based on safety, traffic staging and cost implications, the option of Highway 427 under Zenway Boulevard was preferred.
Highway 427 route must include consideration of impacts to the local road network	The Peel/Highway 427 Extension Area Transportation Master Plan study currently being completed by the Region of Peel is reviewing future transportation network needs and improvements in northeast Brampton and southeast Caledon, building upon previous municipal road studies in the Peel/York boundary area. One of the objectives of this study will be to provide connectivity between the Highway 427 Extension and the local road network.

Property Owners and Ratepayers Associations

Various meetings were held with the following property owners subsequent to PIC 3 regarding the Recommended Alternative.

- Hydro One
- Trinity Development Group
- TACC
- ZZEN Group
- Condeland Engineering
- Gusgo Transport Limited

Through the continued consultation with the above stakeholders, the preliminary design was further refined to address stakeholders' concerns whenever possible. The refinements are discussed in Chapter 6.

The Nashville Area Ratepayers Association (N.A.R.A) provided input on the study. The correspondence between N.A.R.A. and the Project Team are included in Appendix C. N.A.R.A's key concerns are:

- The impact of the proposed Nashville West Community and its associated traffic on the Nashville area
- Potential poor level of service at the intersection of a realigned Huntington Road and Major Mackenzie Drive

2.4 OVERVIEW OF CHANGES RESULTING FROM CONSULTATION

As summarized above, and documented in Appendix C, the input received from the consultation process undertaken during the process indicates that there is public and agency support for the project. Numerous members of the public, affected property owners and agencies raised comments and concerns regarding the project. In addition to other project correspondence, approximately 250 website inquiries were made throughout the study. The key comments raised and how they were addressed are outlined in Table 2.7.

Table 2-7: Key Stakeholder Comments Received during the EA Study

CONCERN	STAKEHOLDER	COMMENT	ACTION/RESPONSE
NEED FOR THE 427 EXTENSION TRANSPORTATION CORRIDOR	Various	Is there a need for the 427 Transportation Corridor?	Two previous studies identified problems and opportunities in York and Peel Regions and the Simcoe County. The studies recommended a balanced multi-modal transportation strategy which included rail, transit, travel demand management, and new or improved roadways. The need for a future transportation corridor is driven by growth in population, employment and tourism. It also supports land use policies of various municipalities in the area, and alleviates growing congestion.
		What other modes of transportation were considered?	The study examined a range of transportation alternatives including transit, rail and roadway options. A multi-modal transportation strategy was developed for the study area, including highway and transit improvements as well as demand management and systems management. These alternatives, however, will not eliminate the need for highway improvements.
STUDY PROCESS	Members of the Public	Questions regarding project schedule	This EA Study is expected to be completed in late 2009 with the finalizing of Preliminary Design and the Environmental Assessment Report. Upon completion, once the Environmental Assessment Report has been approved by the Minister of the Environment, the project may proceed to detail design and construction. The details regarding construction staging and timetable will be provided during detail design.
PROPERTY IMPACTS	Various	Property impacts (i.e. value).	Refinements to the technically preferred route were made as a result of feedback received from stakeholders, local municipalities and the development community following the second round of Public Information Centres. Although the central route is technically preferred, the project team made refinements to minimize impact by shifting the alignment as far west as possible without creating additional environmental impacts. Property acquisition will occur as the study progresses. It is MTO's policy to provide fair and equitable compensation for property required. Where property is required, owners would be compensated at fair market value at the time of purchase. Market value assessment considers several factors such as comparable sales, location and attributes of the property.
ROUTE LOCATION AND CONSTRUCTION TIMING	Various	Where does the route terminate?	Major Mackenzie Drive is the technically preferred terminus location because it fulfills all the study objectives without added environmental impacts: <ul style="list-style-type: none"> • It addresses the existing and short-term transportation issues associated with the current Highway 427 terminus; • It is compatible with the ultimate CPR Vaughan Intermodal Facility expansion

CONCERN	STAKEHOLDER	COMMENT	ACTION/RESPONSE
			<p>plans, and other planned municipal road improvements; and</p> <ul style="list-style-type: none"> It does not pre-determine or preclude a possible future extension, and/or connection with a proposed GTA West Corridor.
	Various	The terminus should be further north to accommodate future growth and traffic needs.	<p>In accordance with the province's <i>Growth Plan for the Greater Golden Horseshoe</i>, the northern limit of the study area is the southerly border of the Greenbelt; therefore, an expansion north is not being considered at this time.</p> <p>Major Mackenzie Drive is the technically preferred terminus location because it fulfills all the study objectives without added environmental impacts.</p>
	Landowners	Concern that alignments presented have significant impacts on the amount of developable land. A 'west' alignment between Rutherford Road and Major Mackenzie Drive was proposed by the local municipality and several landowners. The new alignment passes through the northeast, triangular corner of the CPR terminal site, parallel to the transmission corridor.	<p>The project team took into consideration the suggested additional alignment and included the new 'west' alignment alternative as part of the alignment alternatives to be evaluated. It was not recommended as preferred for a number of reasons.</p> <p>Refinements to the technically preferred route were made as a result of feedback received from stakeholders, local municipalities and the development community following the second round of Public Information Centres. Although the central route is technically preferred, the project team made refinements to minimize impact by shifting the Major Mackenzie Drive Interchange as far west as possible without creating additional environmental impacts.</p>
TRAFFIC	Members of the Public Municipalities	Concerns over the traffic and reducing quality of life to the Bolton community.	Social impacts to local communities, such as Bolton, have been examined as part of this study.
	Members of the Public Municipalities	Highway 427 route must include consideration of impacts to the local road network	<p>The Peel/Highway 427 Extension Area Transportation Master Plan study currently being completed by the Region of Peel is reviewing future transportation network needs and improvements in northeast Brampton and southeast Caledon, building upon previous municipal road studies in the Peel/York boundary area.</p> <p>In addition, the Western Vaughan EA Study is being undertaken by York Region to examine transportation improvements in Western Vaughan. This study will examine east-west connections to the 427 Transportation Corridor from the east.</p> <p>One of the objectives of these studies is to provide connectivity between the Highway 427 Extension and the local road network.</p>
NOISE	Members of the Public	Acoustic impacts should be considered.	Noise analysis has been undertaken to assess the potential noise impacts in accordance with the Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol.
AGRICULTURAL LAND	Ontario Federation of Agriculture (OFA) Interest Groups Members of the Public	Impacts to the valuable and productive agricultural lands and farming operations.	Impacts to agricultural land have been considered during the Route Location EA Study. Agricultural impacts are minimized as the lands south of Major Mackenzie Drive are approved to be redeveloped.

2.5 PRE-SUBMISSION REVIEW OF THE DRAFT EA REPORT

As part of the approved Terms of Reference for this study, MTO made a commitment that a pre-submission review of the Environmental Assessment (EA) Report would take place for agencies and the public prior to formal submission to the Minister of the Environment.

To meet this commitment, a draft EA Report was made available for review between October 8, 2009 and November 12, 2009. The document was provided to various provincial, municipal and federal government agencies, was made available on the project website (www.427corridor.com) as well as at four public libraries (in Woodbridge, Kleinburg, Bolton and Brampton). In addition, the primary contacts for municipalities and various government agencies were invited to attend a Government Review Team meeting on October 8, 2009 to discuss the project and draft EA Report with the Project Team.

Table 2-8 outlines municipalities and government agencies notified of the pre-submission review and indicates which of those commented as part of the review.

Table 2-8: Agency and Municipality Response to Pre-Submission Review

AGENCY / MUNICIPALITY	COMMENTED ON PRE-SUBMISSION	
	YES	NO
ENVIRONMENT CANADA		X
MINISTRY OF ABORIGINAL AFFAIRS		X
MINISTRY OF AGRICULTURE, RURAL AFFAIRS AND FOOD SAFETY	X	
MINISTRY OF THE ATTORNEY GENERAL		X
MINISTRY OF COMMUNITY SAFETY AND CORRECTIONAL SERVICES		X
MINISTRY OF CULTURE		X
MINISTRY OF ECONOMIC DEVELOPMENT AND TRADE		X
MINISTRY OF ENERGY AND INFRASTRUCTURE		X
MINISTRY OF THE ENVIRONMENT (VARIOUS DEPARTMENTS)	X	
MINISTRY OF HEALTH AND LONG TERM CARE	X	
MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING		X
MINISTRY OF NATURAL RESOURCES	X	
NATIONAL ENERGY BOARD		X
GO TRANSIT	X	
CANADIAN ENVIRONMENTAL ASSESSMENT AGENCY		X
CANADIAN PACIFIC RAILWAY	X	
ONTARIO PROVINCIAL POLICE	X	
ONTARIO REALTY CORPORATION		X
BRAMPTON FIRE AND EMERGENCY SERVICES		X
BRAMPTON TRANSIT		X
CITY OF BRAMPTON		X
CONSEIL SCOLAIRE DE DISTRICT CATHOLIQUE CENTRE-SUD		X
TORONTO AND REGION CONSERVATION AUTHORITY	X	
CITY OF VAUGHAN	X	
CITY OF VAUGHAN FIRE & RESCUE SERVICES		X
PEEL DISTRICT SCHOOL BOARD	X	
PEEL PUBLIC HEALTH	X	
REGION OF PEEL	X	
REGIONAL MUNICIPALITY OF YORK	X	
TOWN OF CALEDON	X	
TOWNSHIP OF KING		X

AGENCY / MUNICIPALITY	COMMENTED ON PRE-SUBMISSION	
	YES	NO
YORK CATHOLIC DISTRICT SCHOOL BOARD		X
YORK DISTRICT SCHOOL BOARD		X
YORK REGION COMMUNITY AND HEALTH DEPARTMENT		X
YORK REGION EMERGENCY MEDICAL SERVICES	X	
YORK REGION TRANSIT		X

Key comments received from government agencies included:

- Requests for specific information to be clarified in the report and/or appendices;
- Inquiries regarding future operations of transit services within the study area (e.g. interaction between transit and the extended highway);
- Requests for additional mitigation (e.g. compensation for vegetation removals); and
- Comments regarding technical reports and associated details in the EA report.

Key comments received from municipalities included:

- Inquiries and requests regarding the future extension of Highway 427 beyond Major Mackenzie Drive;
- Comments regarding the realignment of Huntington Road;
- Request for additional information on the assessment of the Highway 427 crossing at Zenway Boulevard; and
- Requests that the Highway 427 be included in the *Southern Highways Program 2010 to 2014*

Key comments from the public included:

- Concerns and inquires regarding specific property impacts;
- Comments regarding the realignment of Huntington Road;
- Concerns regarding future traffic operations (e.g. realignment of Huntington Road);
- Requests for the construction schedule; and
- Inquiries regarding compensation for required land.

MTO has considered all comments received through the study process in preparing the formal EA Report for submission to the Minister of the Environment. Appendix C includes summary tables outlining the specific comments received from municipalities and government agencies during the pre-submission review and how those comments were responded to and addressed in the final EA Report.