

6 CONSULTATION

Consultation is an integral component of the study. It provides opportunities for two-way communication between the Project Team and interested stakeholders. Consultation activities provide a forum to identify potentially significant environmental issues early in the decision-making process and ensures that they are given appropriate consideration. Throughout the study, the Project Team contacted the following individuals and organizations to provide feedback: External agencies (including Provincial and Federal Ministries and Agencies, and Conservation Halton), the Region of Halton and City of Burlington, Indigenous Communities, major utilities and railway companies, 407 ETR, and members of the public (including affected land and business owners, community / interest groups and the general public).

Throughout the study, stakeholders were engaged through a variety of forums and activities, including:

- ▶ The Project Website (www.qew403freeman.ca);
- ▶ One pop-up event booth;
- ▶ Two Public Information Centres (PICs);
- ▶ A Noise Information Package;
- ▶ Meetings with External Agencies, the Region and the City, 407 ETR and others;
- ▶ Direct contact with the Project Team via mail, email, phone, fax, or online web form; and,
- ▶ Newspaper advertisements (for Study Commencement, each PIC, and for the filing of the TESR).

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

Copies of study notification materials are included in ` and copies of consultation event materials (including comment sheets, Public Information Centre summary reports and displays) are provided in **Appendix J**.

6.1 PUBLIC CONSULTATION

6.1.1 PROJECT MAILING LIST

At the onset of the Study, a contact list was developed to include provincial and federal agencies, municipalities, elected officials, Indigenous Communities, adjacent property owners obtained from the City of Burlington, other interest groups and potentially interested stakeholders that may hold interest in

the Study. As the Study progressed, the contact list was updated to ensure that all identified interested parties received study notifications.

In April 2017, notification letters announcing the Study Commencement were distributed by direct mail and email to the contacts on the Study mailing list. A Study Commencement Notice was also posted on the Study website and published in local newspapers on April 28, 2017 as follows:

- ▶ Hamilton Spectator
- ▶ Burlington Post

6.1.2 PROJECT WEBSITE

The Study website (www.qew403freeman.ca) was launched to coincide with the Study Commencement in April 2017 and has remained active throughout the study. The website provided an opportunity for the public and stakeholders to review up-to-date study information, download study materials and reports and contact the Project Team through the project email address (project-team@qew403freeman.ca) which was provided on the “Contact Us” page. The “Contact Us” page also included a webform feature, where comments could be entered and sent directly to the Project Team at any time during the study. The website was regularly updated with project updates and consultation event materials.

6.1.3 CONSULTATION EVENTS

Public and stakeholder consultation events were held at key project milestones. **Table 6-1** outlines the key consultation events and when they occurred.

Table 6-1: Key Public Consultation Event Dates

| Event | Date |
|------------------------------|--------------------|
| Pop-up Event Booth No. 1 | August 16, 2017 |
| Public Information Centre #1 | October 10, 2017 |
| Public Information Centre #2 | September 10, 2019 |

6.1.3.1 POP-UP EVENT BOOTHS (AUGUST 16, 2017)

For this project, the purpose of the pop-up event booth was to raise awareness about the project / upcoming consultation events. The booth was set up in advance of the first PIC. The booth was set up at the Burlington Mall Farmer’s Market located at Prospect Street and Guelph Line.

The booth was equipped with a large aerial print of the study area and participants were offered numbered dots to place on the aerial plan. Each numbered dot was associated with a numbered comment card that was completed and submitted on site. The result was a series of spatially referenced comments. Participants were also encouraged to write or draw (crayons/markers were provided) a message about their community on non-numbered comment cards that were “pinned” to a cork board as a community-building exercise. The intention was to pique the interest of passers-by and to occupy children while parents/caregivers were providing comments on the study area plan.

6.1.3.2 PUBLIC INFORMATION CENTRE #1 (OCTOBER 10, 2017)

Public Information Centre (PIC) #1 was held as a ‘drop-in’ style, open house format at the Holiday Inn Burlington Hotel & Conference Centre in the City of Burlington. The purpose of the PIC was to provide an overview of the existing conditions (environmental, transportation, structural), problem / opportunities, alternatives, evaluation process and next steps in the Class EA process.

A Notice of PIC #1 was posted on the project website and published on September 29, 2017 through local newspapers, as follows:

- ▶ Hamilton Spectator
- ▶ Burlington Post

Provincial (MPPs) politicians with ridings in the study area were sent PIC notification letters via mail on September 20, 2017.

Notification letters were distributed by direct mail or e-mailed to contacts on the study mailing list on September 29, 2017, including government agencies (federal and provincial), Indigenous Communities, local municipalities, utility service providers and interested stakeholder groups.

In addition, a copy of the PIC notice was mailed directly to approximately 3,500 adjacent property owners in the study area.

Approximately forty-five (45) people attended the PIC, of which forty-one (41) attendees chose to sign in. Representatives from agencies, including Halton Region, City of Burlington, and H&R REIT, attended the preview session. Media representatives did not attend the PIC. Five (5) attendees submitted

comment sheets at the PIC. **Table 6-2** summarizes the most frequent comments provided and outlines how they were addressed.

Table 6-2: Key Comments from PIC #1 - October 10, 2017

| Comment Received | Comment Response |
|---|---|
| Concerns/questions regarding the proposed QEW and Highway 403 interchange alternatives and their potential impacts. | All comments about the proposed QEW and Highway 403 interchange alternatives and their potential impacts were reviewed and taken into consideration as the Project Team examined opportunities to develop a shortlist evaluation with a higher level of detail to refine the alternatives and identify a technically preferred alternative. |
| Concerns regarding noise and completing a new noise study. | A noise assessment was undertaken to determine the potential noise impacts associated with the preferred alternative. Noise sensitive areas were identified and noise modelling was completed, to determine whether noise mitigation measures were warranted. |
| Concerns/questions regarding HOV Lanes and addressing traffic issues on the QEW between Oakville and Burlington. | The study considered alternatives that include HOV lanes and the traffic analysis conducted considered weekend traffic volumes as well as weekday volumes. The HOV strategy is intended to encourage commuters to carpool or use transit in this corridor rather than use single occupant vehicles. |

6.1.3.3 PUBLIC INFORMATION CENTRE #2 (SEPTEMBER 10, 2019)

PIC #2 was held as a ‘drop-in’ style, open house format at the Holiday Inn Burlington Hotel & Conference Centre in the City of Burlington. The purpose of PIC #2 was to provide an opportunity to review the evaluation of alternatives and the preliminary design of the Recommended Plan, along with anticipated environmental impacts and proposed mitigation strategies.

The Notice of PIC #2 was posted on the project website and published through local newspapers, as follows:

- ▶ Hamilton Spectator – September 5, 2019
- ▶ Burlington Post – August 29, 2019

Provincial (MPPs) politicians, with ridings in the Freeman Interchange study area, were sent PIC #2 notification letters via mail on August 21, 2019.

Notification letters were distributed by direct mail or e-mailed to contacts on the study mailing list on August 27, 2019, including government agencies (federal and provincial), Indigenous communities, local municipalities, utility service providers and interested stakeholder groups. In addition, a copy of the PIC #2 notice was mailed directly to approximately 3,500 adjacent property owners in the study area and emailed/mailed to the public contacts on the contact list.

Of the forty (40) people who attended the PIC, thirty-nine (39) attendees chose to sign in. Representatives from City of Burlington attended the preview session. Media representatives did not attend the PIC.

A total of thirty-one (31) comments were received either at PIC #2 or via mail, email, telephone, fax, or the webform after the event. **Table 6-3** outlines the most frequent comments provided and how these were addressed by the Project Team.

Table 6-3: Key Comments from PIC #2 - September 10, 2019

| Comment Received | Comment Response |
|--|--|
| <p>Questions and concerns relating to noise impacts along the QEW:</p> <ul style="list-style-type: none"> • QEW north of the Skyway Bridge • QEW and the North Shore Blvd. west on and off ramp from the QEW • QEW between Guelph Line and Waterdown Road • QEW between Brant Street & Guelph Line • Indian Point neighbourhood | <p>We have noted your concerns related to noise. The noise assessment for the proposed improvements under this Class EA study is complete and the findings and recommendations are available for public review on the project website.</p> |

| Comment Received | Comment Response |
|---|--|
| <p>Concern regarding sufficient horizontal and vertical clearances for trucks and taking oversized loads and long combination vehicles (LCV) into consideration when identifying a preferred alternative.</p> | <p>The Study is being designed to meet MTO's current design standards. Oversize loads are subject to permit if the dimensions or weight of the vehicle and/or load exceed the limits set out in the Highway Traffic Act.</p> |
| <p>Concerns/questions regarding truck speeds on Toronto-bound QEW to Highway 403 two lane inner loop ramp and merging operations.</p> | <p>The response noted a review of collision history for the existing inner loop ramp shows predominantly single vehicle incidents, followed by rear-end collisions. This suggests that high operating speeds at the entrance to the ramp and sightline limitations of the approaching ramp geometry and end of vehicle queues may be a contributing factor. The response noted how the proposed two-lane loop ramp design mitigates these issues.</p> |
| <p>Concerns with impacts to wildlife movements and the North Aldershot Environmental Sensitive Area.</p> | <p>The response noted the widening of Highway 403 will be towards the median of the existing highway, and thus will be fully contained within the highway right-of-way. The existing underpass at King Road will require replacement, which will require that King Road be realigned over the highway in order to maintain traffic during construction. The proposed realignment is to the west, in order to avoid Indian Creek on the east side of the existing road. Direct impacts on environmentally sensitive areas have therefore been avoided.</p> <p>The response noted additional wildlife mitigation measures will be investigated in the Detail Design phase.</p> <p><i>Note: This response indicated a realignment of King Road to accommodate the replacement of the structure over Highway 403. Since this</i></p> |

| Comment Received | Comment Response |
|---|--|
| | <i>response has been sent out, this option has been assessed further and the preliminary design has been developed based on replacing the bridge on the current roadway alignment. As a result of this change, property on the west side of King Road will not be impacted.</i> |
| Concerns and questions regarding on-road bicycle lanes and the impacts of the preferred alternative on dedicated pedestrian/bicycle bridge structures being proposed by the City of Burlington. | The specific design of the bike lanes in the study area is still subject to refinement during the Detail Design phase. The improvements proposed as part of this study will not preclude dedicated pedestrian and bicycle crossings envisioned by the City of Burlington. |
| Concerns regarding a blocked culvert in the project area. | Response notes the areas of the culvert that are within MTO's right-of-way and within the City's right-of-way. Information was forwarded to the City's Capital Works department and MTO Maintenance is to conduct a field investigation of the culvert. |

6.1.4 NOISE INFORMATION PACKAGE

On November 29 and December 1, 2019, a Noise Information Package was provided to the City of Burlington, Halton Region and public contacts on the study mailing list via direct mail or email, and posted on the project website. As noise was identified as one of the most common concerns raised by local residents, the purpose of this information package was to provide an overview of the noise impact assessment carried out for the Recommended Plan. The public were asked to provide comments on the noise assessment findings and recommendations. **Table 6-4** outlines the most frequent comments provided and how these were addressed by the Project Team.

Table 6-4: Key Comments from Noise Information Package Mail out

| Comment Received | Comment Response |
|--|--|
| Concern regarding the current noise volumes and the lack of noise mitigation | Response notes the analysis is being undertaken for this Class Environmental |

| Comment Received | Comment Response |
|--|---|
| recommendations in the report, particularly for residences in the areas of: <ul style="list-style-type: none"> • QEW between Queensway and Guelph Line • Highway 403 and Waterdown Road • North Shore Blvd. • Craven Avenue • Freeman Interchange • Augustus Drive | Assessment study to examine the impacts of the proposed improvements to the QEW and Highway 403 within the study area (widening and interchange improvements) and follows the MTO Environmental Guide for Noise. This policy assesses predicted increases in noise levels due to planned highway expansion works, as opposed to existing noise levels that may have increased over the years, due to a general increase in traffic volumes. |
| Concern regarding the installation of noise barriers prior to the highway reconstruction and the subsequent need to remove these noise barriers once reconstruction solutions have been identified and approved. | Response notes the study team is looking at both shorter term and longer term ultimate needs. In the case of any new infrastructure recommended as part of the study, the study team has looked at the location and configuration of these against the ultimate needs to confirm that it can be constructed in areas that will work with the future widenings. While it cannot be guaranteed that something constructed as part of an earlier phase will not need to be relocated in the future, the study team has done the best possible assessment at this time. |
| Comments suggesting planting trees as a noise mitigation strategy. | Response notes that the preliminary landscape concept will be included in the Transportation Environmental Study Report (TESR) and that noise mitigation, which could include options such as berms, tree planting or noise walls, are not warranted in the study area based on MTO policy. |
| Comments requesting the consideration of extending the noise barrier to the intersection at North Shore Blvd. E. | Response noted the Noise Information Package explains that MTO has investigated the existing noise barrier along the QEW and ramps at North Shore Boulevard, and has determined that it, since it is an older noise wall design with |

| Comment Received | Comment Response |
|---|---|
| | <p>a limited remaining service life, it will be considered for replacement as part of MTO's highway asset renewal program when funding becomes available. The replacement of this barrier is part of a separate MTO program, and is not related to the Class EA process that our Project Team is currently undertaking for the proposed highway expansion.</p> |
| <p>Comment noting the aged and damaged cement barrier wall that is losing its structural integrity across from Campbell Court.</p> | <p>Response noted the existing noise wall along this location was constructed by the developer of the subdivision and thus is privately owned. Unfortunately, MTO is therefore not in a position to carry out repairs or make improvements.</p> |
| <p>Comment inquiring about which factors were considered during the noise assessment study (i.e. wind direction, road surfaces etc)</p> | <p>The response noted that the noise assessment is designed to study changes in sound levels associated with the proposed highway improvements. The model takes into account ground types (reflective/absorptive), relative humidity, temperature and traffic speed. Changes in wind speed and direction are not included in the noise model. Even though it is anticipated that vehicular noise emissions are expected to be lower in the future due to advancements in technology, the noise model outcomes did not take this potential noise reduction benefit into account.</p> |

6.1.5 Property Owners

During the refinement of the preliminary design following PIC #2, the owners (or owner's representatives) of three (3) privately owned parcels that were impacted by the Recommended Plan were contacted directly by the Project Team. Letters were prepared and sent via Canada Post registered mail and email in April 2020 to notify them of the preliminary property requirements and seek feedback in advance of completing the Class EA. Through the course of discussions, opportunities to further refine the design to reduce or avoid the property impact were examined, and led to the withdrawal of the property request at two locations.

6.2 EXTERNAL AGENCY AND STAKEHOLDER CONSULTATION

Federal and Provincial agencies, local municipalities, utilities and potentially interested stakeholders were notified at the beginning of the study via letter and email in April 2017 informing them of the study and soliciting their comments. The following agencies, municipalities, businesses and other stakeholders were consulted with during the Study:

Federal Agencies

- ▶ Transport Canada
- ▶ CN Railway

Provincial Agencies

- ▶ Conservation Halton
- ▶ Ministry of Environment, Conservation and Parks
- ▶ Ministry of Tourism, Culture and Sport
- ▶ Ontario Trails Council
- ▶ Ministry of Indigenous Affairs
- ▶ Ministry of Agriculture, Food and Rural Affairs
- ▶ Infrastructure Ontario
- ▶ Ministry of Community Safety and Correctional Services
- ▶ Ministry of Municipal Affairs and Housing
- ▶ Ministry of Natural Resources and Forestry
- ▶ Metrolinx

Schools/School Boards

- ▶ Fern Hill School
- ▶ Burlington Christian Academy
- ▶ Halton District School Board
- ▶ Halton Student Transportation Services
- ▶ Halton Catholic District School Board
- ▶ Conseil Scolaire Viamonde
- ▶ Conseil Scolaire Catholique Providence
- ▶ Service de transport Francobus

Emergency Services

- ▶ Ontario Provincial Police
- ▶ Burlington Fire Department
- ▶ Halton Region Paramedic Service
- ▶ The CUMIS Group Limited
- ▶ Burlington Downtown Core Residents
- ▶ Burlington Chamber of Commerce
- ▶ Ontario Trucking Association
- ▶ Burlington Environmental Association
- ▶ Burlington Taxi
- ▶ Burlington Road Safety Committee

Municipal Agencies

- ▶ City of Burlington
- ▶ Burlington Transit
- ▶ Regional Municipality of Halton

Utility Services

- ▶ Hydro One Networks Inc.
- ▶ Bell Canada
- ▶ Burlington Hydro
- ▶ Telus
- ▶ Union Gas
- ▶ TransCanada Pipelines

Potentially Interested Stakeholders

- ▶ 407 ETR
- ▶ Waterfront Regeneration Trust
- ▶ Bay Area Restoration Council
- ▶ Burlington Sailing and Boating Club
- ▶ Hamilton Port Authority
- ▶ Canada Centre for Inland Waters
- ▶ Ontario Federation of Agriculture
- ▶ Oakville Cycling Club
- ▶ The Halton Outdoor Club
- ▶ Penta Properties
- ▶ Joseph Brant Memorial Hospital
- ▶ St. Joseph's Healthcare Hamilton
- ▶ Mapleview Shopping Centre
- ▶ IKEA Canada
- ▶ Royal Botanical Gardens
- ▶ Terracap
- ▶ Costco Wholesale
- ▶ Halton / North Peel Naturalist Club
- ▶ Halton Region Salmon & Trout Association
- ▶ Cama Woodlands Nursing Home
- ▶ The Christian & Missionary Alliance
- ▶ King Paving & Materials Company
- ▶ A & A Truck Driver Training Services
- ▶ Mercedes-Benz Burlington
- ▶ Nalco Canada Co

A summary of external agency participation is provided in **Table 6-5**. The comments in **Table 6-5** are grouped by agency. Relevant correspondence is included in **Appendix K**, which is shown in chronological order.

The Project Team met with various stakeholders several times to provide information and updates as well as to seek input and respond to questions and comments. Notes of all meetings are on file with MTO. A summary of the Agency and Stakeholder meetings is provided in **Table 6-6**. Refer to **Appendix L** for copies of the meeting minutes with all stakeholders consulted throughout this Environmental Assessment.

Table 6-5: Summary of External Agency Correspondence

| Agency / Participant | Comment Received | Action Taken / Response |
|---|--|---|
| Federal Government Agencies | | |
| Transport Canada | Email received on September 28, 2017 providing information on the following: <ul style="list-style-type: none"> ▶ Navigable Waters Protection Act and application ▶ Minor Works and Waters (Navigable Waters Protection Act) Order ▶ Railway Safety Act | The Project Team acknowledged the information, no response required at this time. |
| Derek Basso CN Rail | Email received on January 30, 2018 noted the following: <ul style="list-style-type: none"> ▶ There appears to be CN property within the said boundaries and therefore CN Rail has concerns regarding this project. Please keep CN on the project mailing list. | Response sent noted that the Project Team has noted the two CN Rail crossing locations within the study area, including the QEW between Brant Street and Guelph Line, and north of the Fairview St. / Plains Road interchange. The Project Team have been in contact with CN Rail previously to obtain permits for structural inspection at these crossings and we will continue to keep CN Rail informed in the project as the study progresses. The next step in the study is the evaluation of the shortlist of alternatives shown at PIC #1. The shortlist evaluation will be completed to a higher level of detail than the long-list screening shown at PIC #1 and will consider evaluation criteria including, but not limited to; natural environment impacts, socio-economic impacts (including noise and air quality), cultural environment impacts, traffic performance, staging impacts and cost. From the evaluation of the short-list, a technically preferred alternative will be identified and will be presented at PIC #2 |
| Susanne Glenn-Rigny CN Rail | Email received on September 5, 2019 noted that future communications about this project can be sent to CN's Design and Engineering team through Derek Basso | No response required at this time. |
| Provincial Government Agencies | | |
| Nancy Mott, Senior Strategic Advisor Niagara Escarpment Commission | Email received on April 28, 2017 noting the following: <ul style="list-style-type: none"> ▶ Property is outside Niagara Escarpment Plan Area. | Response sent noted that the Niagara Escarpment Commission has been removed from the project contact list. |
| Dan Minkin Ministry of Tourism, Culture, and Sport | Email received on May 23, 2017 provided the following information: <ul style="list-style-type: none"> ▶ The Ontario Ministry of Tourism, Culture, and Sport's mandate | Response noted the following: <ul style="list-style-type: none"> ▶ As noted in the April 25, 2017 study commencement letter, a Stage 1 Archaeological Assessment will be completed as part of the study to determine if there are any registered archaeological sites within or near the study area. The Report |

| Agency / Participant | Comment Received | Action Taken / Response |
|---|---|---|
| | <ul style="list-style-type: none"> ▶ Completing 'MHSTCI' Criteria for Evaluating Archaeological Potential and Criteria for Evaluating Marine Archaeological Potential for potential impacts to archaeological resources ▶ Completing MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes ▶ Environmental Assessment Reporting | <p>will be submitted to the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) outlining the results of the Assessment and recommendations for further work, if identified.</p> <ul style="list-style-type: none"> ▶ The Project Team will also complete cultural heritage screenings for the structures built 40 years ago to determine if additional assessments are required, including the King Road and Waterdown Road Bridges over Highway 403. |
| <p>Trevor Bell, Environmental Resource Planner and EA Coordinator Ministry of Environment, Conservation and Parks</p> | <p>Letter received on May 24, 2017 noted the following:</p> <ul style="list-style-type: none"> ▶ The "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. ▶ The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. ▶ The proponent must contact the Director of Environmental Approvals Branch subsequent to initial discussions with the communities identified by MECP. ▶ The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them. ▶ The Notice of Completion and final TESR must be provided when completed. | <p>Response noted the following:</p> <ul style="list-style-type: none"> ▶ The Project Team biologists have contacted MNR to gain secondary source information about Species at Risk (SAR) in the study limits. Information requests were also submitted to the local Conservation Authority. ▶ Impact assessments will be completed for the following environmental specialists to assess the impacts and minimize the effects of the proposed improvements within the study area: fish and fish habitat; terrestrial ecosystems; groundwater assessment; noise; air quality; erosion and sediment control; contamination; landscape architecture; built heritage and cultural heritage, and archaeology Indigenous engagement is ongoing throughout the Class Environmental Assessment with Indigenous communities, who may have an interest in the study. |
| <p>Nadine Navarro, Manager of RER Project Planning Metrolinx</p> | <p>Email received on June 6, 2017 noted the following:</p> <ul style="list-style-type: none"> ▶ We received the notice regarding the EA study and are particularly interested in the point regarding preparing concept designs for a new transitway from west of Brant Street to Aldershot GO Station – can you provide some further information about early thoughts re connecting at Aldershot GO. | <p>Response noted the following:</p> <ul style="list-style-type: none"> ▶ MTO had looked at a conceptual BRT Transitway along Hwy 403, extending west from 407 to the Aldershot GO Station. As part of this Preliminary Design/Class EA Study, we are exploring this opportunity a little further. We have not identified a preferred alignment at this time, but ideally, we would want to have the BRT Transitway terminate as close as possible to the Aldershot GO Station. Once we have some |

| Agency / Participant | Comment Received | Action Taken / Response |
|---|--|--|
| <p>Alexandra Goldstein, Advisor, RER Project Planning, Planning & Policy Metrolinx</p> | <p>Email received on October 25, 2017 noted the following:</p> <ul style="list-style-type: none"> ▶ Much of the work we do is focused on planning for and protecting our GO rail stations. I was wondering if it is possible to get any information on the potential implications of the work you are doing as part of the QEW/Highway 403 Interchange Design Study and EA on Aldershot Station, or any information in general on the transitway extension to the station. <p>Response email received on October 26, 2017 inquiring about the following:</p> <ul style="list-style-type: none"> ▶ Have you gotten into exploring how the transitway services and GO services at Aldershot might interact? Is there any formal rationale for connecting/terminating at Aldershot? | <p>preliminary drawings done up, I agree that it would be very beneficial to meet and get Metrolinx's feedback on our concept design.</p> <p>Response noted the following:</p> <ul style="list-style-type: none"> ▶ The Project Team is not expecting any of the proposed works on Hwy 403 to directly impact the Aldershot GO Station, although some works may be proposed along Waterdown Road itself. As part of the EA Study, MTO is undertaking the conceptual design of a bus transitway along the south side of Hwy 403 from the QEW/403/407 Freeman Interchange westerly to the Aldershot GO Station. Essentially, this will be a continuation of the 407 transitway which MTO is proposing throughout the GTA between Burlington and Hwy 35/115. The "tie-in" point at the western end of the transitway has not yet been determined, but it is assumed that it will connect via a T-intersection into an extension of the service road which currently runs through the Aldershot GO Station. <p>Response noted the following:</p> <ul style="list-style-type: none"> ▶ The Aldershot GO Station had been previously examined as a potential terminus for the transitway during a previous study undertaken by MTO back in 2005. This EA Study will mostly focus on protecting land for a conceptual transitway corridor along the south side of Hwy 403, rather than looking at details of the service connection. That said, it is our intention to have the conceptual transitway corridor tie into the existing road network as close as possible to the Aldershot GO Station, so as to minimize the use of surface streets by transit vehicles. |
| <p>Regional / Municipal Agencies and Emergency Services</p> | | |
| <p>Colleen Black, Administrative Assistant on behalf of Rob Monteith Burlington Fire Department</p> | <p>Email received on May 1, 2017 noted the following:</p> <ul style="list-style-type: none"> ▶ Only concern would be around any changes in access points onto and off of highways. ▶ Interest in the transitway from west of Brant to Aldershot GO. | <p>Response sent noted the following:</p> <ul style="list-style-type: none"> ▶ Acknowledged concern regarding changing access points on and off the highways and will keep the Fire Department informed about the project as the study progresses. |

| Agency / Participant | Comment Received | Action Taken / Response |
|---|--|--|
| | | <ul style="list-style-type: none"> ▶ A technical preferred alternative and the conceptual plans and profiles for the transitway will be presented for agency and public comment at future consultation events. |
| Halton Region Paramedic Services | Comment Form received on May 15, 2017 requesting information on any anticipated road closures. | Response noted the following: <ul style="list-style-type: none"> ▶ During this Study, preliminary construction staging will be developed, and further refined in the subsequent Detail Design phase. ▶ The Project team ensured that Halton Region Paramedic Services is on the study mailing list and will be notified of future consultation events, including public information centre 1, tentatively scheduled for Fall of this year. |
| Walter Scattolon on behalf of Melissa Green-Battiston, Supervisor Transportation Planning Public Works, Halton Region | Email received on June 1, 2017 noted the following: <ul style="list-style-type: none"> ▶ In response to the Notice of Study Commencement for the Study and Class EA, documents have been enclosed to outline Halton Region's existing and proposed Transportation, Water and Wastewater infrastructure within the identified study area limits. | Response acknowledged Halton Region providing the existing and proposed transportation, water and wastewater infrastructure within the study limits. |
| John Zunic, Transportation Planning Technologist City of Burlington | Email received on November 17, 2017 noted the following: <ul style="list-style-type: none"> ▶ It may be of benefit for the Project Team to meet with individuals in the Capital Works and Transportation Services departments at the City of Burlington to gain a better understanding of the various natural environment, transportation, and stormwater opportunities and constraints contained within the study area. ▶ Document attached with City comments on each alternative board. | Response noted the following: <ul style="list-style-type: none"> ▶ An exit to Brant Street was considered during the development of alternatives, however it is not technically feasible as there is insufficient spacing between adjacent interchanges. ▶ As part of this study, a future conditions traffic operations analysis of the alternatives is being completed to help identify and refine improvement alternatives, and is one of many factors that will be considered in the assessment and evaluation of alternatives to identify the preferred alternative. ▶ The Project Team acknowledges that some improvement alternatives may impact an existing drainage and stormwater management facilities. The Project Team appreciates the City reaching out in this regard, and a meeting took place on June 19th with the Project Team and City staff in regards to drainage, stormwater management and discussions on transportation planning. |

| Agency / Participant | Comment Received | Action Taken / Response |
|---|--|---|
| | | <ul style="list-style-type: none"> ▶ The existing QEW/Highway 403 existing congestion issues are due in part to the lack of lane balance at the split; four lanes on QEW split to two lanes to QEW Niagara and two lanes to Highway 403, resulting in a lot of weaving. The Highway 403 / Freeman Westbound Alternatives (1A, 1B, 2A, 2B, 3A and 3B) propose to mitigate this issue by providing an additional westbound lane on QEW from Guelph Line to Highway 403, in order to develop an either/or lane at the QEW/403 split. ▶ Traffic analysis conducted as part of this study has shown that the existing eastbound QEW to westbound 403 loop ramp is currently operating at capacity. As this study is planning for transportation needs to 2041, increased traffic volumes are forecasted. ▶ The Project Team has noted the impacts associated with Alternative 2A, including the realignment of North Service Road to the north and constructability. These impacts in that location due to the varying topography will be a key consideration, amongst other environmental factors in the shortlist assessment and evaluation of alternatives. ▶ The next step in the study is the evaluation of the shortlist of alternatives shown at PIC #1. The shortlist evaluation will be completed to a higher level of detail than the long-list screening shown at PIC #1 and will consider evaluation criteria. |
| Utilities and Other Interested Parties/Stakeholders | | |
| Roopa Boya, CAD Technician, Engineering Telecon Design Inc. – Central Canada | Email received on April 28, 2017 noting: <ul style="list-style-type: none"> ▶ GT has no Plant within 2m of proposed work – NO CONFLICT ▶ Attachment: Completed Application for Plant Location and Consent/Request Form | Response acknowledged that there are no conflicts with Telecon facilities within 2 m of the study area. |
| Hendrik Nommik Cogeco Data | Email received on May 1, 2017 noting the following: <ul style="list-style-type: none"> ▶ Cogeco Peer 1 does not have any structure in the outlined area. | Response acknowledged that there are no conflicts with Cogeco Peer 1 facilities within the study area. |

| Agency / Participant | Comment Received | Action Taken / Response |
|---|---|--|
| <p>Daphne Everitt CUMIS Group</p> | <p>Web Comment Form received on June 5, 2017 requesting to be kept apprised of the status of the project and any required access to our property at either 151 or 99 North Service Road.</p> | <p>Response provided noted the following:</p> <ul style="list-style-type: none"> ▶ As requested, we have ensured that you are included on the study mailing list and will be notified of future consultation events, including public information centre 1, tentatively scheduled for Fall of this year. |
| <p>Dana Anderson MHBC Planning, Urban Design & Landscape Architecture</p> | <p>Email received on June 11, 2017 noting the following:</p> <ul style="list-style-type: none"> ▶ We are the planning consultants for Astra Capital. While our client does not have any issue providing consent for permission to enter their properties, they would like to clarify a few matters: <ul style="list-style-type: none"> ○ The study area shown on the key plan does not include our clients property. We want to confirm their properties are not directly impacted by the QEW/403 interchange. ○ The Notice of Study commencement indicates the study objectives include rehabilitation/replacement of bridges in the study area. Does this include the bridge over the QEW on King Road? If yes, what is the nature of the bridge replacement? Will it be maintained as two lanes? Is it being widened to 4 lanes? What tis the distance of the replacements and impacts of replacement or widening – how far does the consideration of this bridge extend north and south of the QEW right-of-way? ○ What drainage and illumination improvements are being considered along the frontages of our client’s property? ○ Are the alternatives for the bridge rehab and replacement being considered as part of this EA? ○ When and how will the client be notified of when the field work will be conducted? How long will the investigative work be conducted for? ○ When and how will the investigative findings be provided to our client? Will they be provided with | <p>Response sent noting the following:</p> <ul style="list-style-type: none"> ▶ The study area includes Highway 403 from west of Waterdown Road to the QEW/403/407 interchange, and thus your clients’ property falls within the study area. ▶ Specific improvements for the King Road structure have not yet been identified. We do not anticipate that improvements to Highway 403 and/or the Freeman Interchange will result in a need to widen the King Road structure. ▶ Specific drainage and illumination improvements have not yet been identified. We note that North Service Road is under the jurisdiction of the City of Burlington; drainage and illumination improvements will be made to municipal roads if required to accommodate improvements to provincial facilities. ▶ Typically, if the parcel is occupied, the field staff will identify themselves at the property at the time of field work. If the parcel is vacant, they would typically access the site without making further contact (provided permission to enter had been previously granted). ▶ Information would be contained within the overall reporting. |

| Agency / Participant | Comment Received | Action Taken / Response |
|---------------------------|---|------------------------------------|
| | separate information or information as part of the overall reporting? | |
| Hydro One Networks | Comment received on November 7, 2019 noting the following: <ul style="list-style-type: none"> ▶ Confirmed that Hydro One has high voltage transmission facilities within your study area. ▶ At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. ▶ This response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project. ▶ Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities. | No response required at this time. |
| TPUCC Markup Hydro One | Email received on September 12, 2019 noting that Hydro One <u>does not</u> own or operate any high voltage underground facilities in the areas identified in your attachments. | No response required at this time. |
| Telus Utility Markups | Email received on September 28, 2017 noting that TELUS has no infrastructure in the area of the proposed work. Permit expires six(6) months from approval date. | No response required at this time. |
| Indira Sharma Telus | Email received on September 5, 2019 noting that TELUS has no infrastructure in the area of your proposed work. Permit expires six (6) months from approval date. | No response required at this time. |

Table 6-6: Key External Agency and Stakeholder Meetings

| Key External Agency / Stakeholder | Meeting Date | Meeting Purpose |
|--------------------------------------|------------------|--|
| Penta Properties Inc. | June 21, 2017 | A meeting was held with Penta Properties Inc. to introduce the study and scope of the QEW and Highway 403 (Freeman) Interchange EA study. |
| Halton Region and City of Burlington | March 20, 2017 | A meeting was held to introduce the Freeman Interchange EA to the Region and the City and obtain initial comments and feedback regarding the study area and any existing and proposed Regional and City of Burlington transportation plans. The Project Team noted that the study will look to continue the HOV lanes along the QEW to terminate north of the Burlington Skyway. There was also discussion on operational improvements and structural rehabilitations including any bridge rehabilitations. The Region noted ongoing Active Transportation commitments and expressed interest in implementing AT facilities on the crossing road structures. |
| Hydro One | January 30, 2018 | The Project Team provided a brief overview of the study and study area and identified the key focus was the route adjacent to the Hydro One transmission station located to the southwest of the Freeman Interchange. Hydro One advised that lands outside of the station could be provincially owned and not specially owned by Hydro One. Hydro One advised that impacts to the lines could not only result in impacts/relocation of the towers either side, but also the towers either side of the immediate towers. Hydro One advised that to provide formal comment, preliminary engineering drawings would be required. Hydro One advised that should towers need to be relocated, the process could take a number of years and so early notification is advised. |
| 407 ETR | March 5, 2018 | A meeting was held with 407 ETR to provide an overview of the QEW and Highway 403 Freeman Interchange Preliminary Design & Class EA Study. The Project team noted that the study is assessing existing structural needs and opportunities for future capacity expansion on the QEW and Highway 403, as well as interim and long-term operational improvements. The project was completing the shortlist alternatives evaluation stage, after presenting the alternatives at Public Information Centre #1 that was held on October 10, 2017. The Project Team provided an overview of the structures identified for short-term rehabilitation. The Project Team requested 407 ETR share their best practices regarding semi-integral conversion of post-tensioned structures. 407 ETR requested the rehabilitation scope of work and cost estimates be provided for structures 10-321 and 10-320 for their review. 407 ETR noted cost estimates are required so that the rehabilitations can be included in their capital budget. The Project Team provided an overview of the preliminary construction staging (3-stages) that would be required to facilitate the structural rehab at 10-321 and 10-320. The Project Team noted 407 ETR owns a number of structures within the freeway-to-freeway interchange, and the interim and long-term improvements being planned as part of this study may require improvements to these structures. |
| 407 Transitway Project Team | March 7, 2018 | A teleconference was set up to initiate discussion between the Freeman EA and the adjacent 407 Transitway project. The Project Team provided an overall update on project status: presented long list of alternatives at PIC 1 in October 2017 and currently undergoing shortlist evaluation. Parsons provided an overall update on project status: project only initiated a few months ago and they are still developing alternatives. Their study limits will be changing to west of Brant St. to Hurontario St. and their schedule has been pushed back approximately 6 months. Parsons had initial concepts and confirmed that they are looking at both east and west alignments along 407 ETR, west of Brant St. |
| Conservation Halton | June 14, 2018 | The Project Team provided an overview of the project including the study area, schedule and where the project is in the schedule. The team presented on the Drainage and Environmental features of the study area and project next steps in the project. |
| City of Burlington | June 19, 2018 | A meeting was held with the City of Burlington to recap PIC #1 held on October 10, 2017 and provide a study update. The study was in the assessment and evaluation of alternatives phase. The Project Team presented an overview of the study's shortlisted improvement alternatives for QEW and Highway 403 within the study area. On April 26, 2018, Burlington City Council adopted Grow Bold: Burlington Official Plan. The City also advised the three existing GO Stations located in Burlington (Aldershot, Burlington and Appleby) are being reviewed and future planning developed as part of their Mobility Hubs Study and will form secondary plans/amendments to the City's OP. |

| Key External Agency / Stakeholder | Meeting Date | Meeting Purpose |
|--------------------------------------|-------------------|---|
| | | The Project Team acknowledged that Halton Region's Active Transportation Master Plan proposes interchange improvements at Brant Street to provide connections to proposed cycling facilities north and south. The City advised that as part of their new Cycling Master Plan (ongoing), mid-block active transportation crossings are also being considered, spanning the QEW between Fairview St. / Plains Road and North Shore Boulevard, and between Brant St. and Guelph Line. |
| 407 ETR | July 18, 2018 | A meeting was held to provide an update of the study and noted that a shortlist alternative evaluation is being completed to identify a preferred alternative. The 407 ETR requested a future meeting with 407 Traffic once the preferred alternative was identified. 407 ETR also wanted to provide input on the recommended improvements. MTO confirmed that they were updating their policy regarding barrier walls for structures of a certain age, as issues were found within barrier walls on structures constructed between 1985 and 1995. 407 ETR inquired what length of service life was considered in AECOM's life-cycle costing. AECOM confirmed that 75 years was used, consistent with MTO standards and practice. The Project Team also provided a brief overview of the staging options being considered for Sites # 10-320 and 10-321. These included ramp closures or ramp modifications. 407 ETR noted desire to keep the Fairview Street ramps open. |
| City of Burlington and Halton Region | May 27, 2019 | The Project Team reviewed the status of the study and provided an overview of ongoing work since PIC #1 in October 2017. The short and long term structural and operational needs of the QEW and Highway 403 within the study area were being reviewed, and potential improvements including but not limited to; rehabilitation, capacity expansion, drainage and illumination improvements were being assessed. The Project Team reviewed the Recommended Plan, which consists of 3 phases. The City inquired about timelines for commencement of works. MTO responded that the Immediate Improvements referred to contracts expected between 2020 and 2023, and are within MTO's 5-year plan, and the interim and ultimate improvements are not yet scheduled, as they are longer-term and contingent on provincial priorities and funding. The Project Team presented the Recommended Plan at each interchange and crossing road, and along the North Service Road, highlighting changes to municipal and/or regional roadways. The Project Team advised that another meeting would be held with the City and Region in advance of PIC #2 to provide further updates on the study and review the material to be presented to the public. |
| Conservation Halton | June 18, 2019 | An overview of the Short List Alternative Evaluation and the Recommended Plan was presented. Areas of the Recommended Plan were highlighted that were of interest to Conservation Halton. Ongoing design changes and potential impacts were discussed on a case by case basis. The Project Team noted that PIC #2 is scheduled for September 2019 and a TESR will follow. An overview of the drainage and stormwater management (SWM) component of the study was also presented: the focus of the presentation was the analysis, methodology and design criteria used to identify the SWM plan. |
| City of Burlington and Halton Region | August 22, 2019 | The Project Team provided an update to the Freeman EA Study on developments since the last meeting with the municipalities in May 2019. The meeting also provided an overview of the upcoming PIC #2. The Project Team provided a recap of the Recommended Plan. The Project team noted that the widening is required to facilitate the structural rehabilitation while minimizing traffic impact and that the rehabilitation is the driver behind this EA study. Halton Region and City requested to be involved in the finalization of the construction staging plans. The study also identified a potential opportunity for active transportation facilities at the Brant Street interchange. The City also discussed the Prosperity Corridor and it was noted that the Freeman EA study will be completed prior to the completion of the Prosperity Corridor. The next steps in the Freeman EA study included holding the PIC #2 on September 10, 2019 and submitting the Transportation Environmental Study Report (TESR) by the end of 2019. |
| Conservation Halton | September 3, 2019 | The Project Team provided an update to the Freeman EA Study on developments and provided a recap of the Recommended Plan. The draft terrestrial and aquatic impact assessment was summarized for potential impacts, mitigation and details design considerations. A summary of the drainage impact assessment and proposed stormwater management strategy was also provided. The next steps in the Freeman EA study included holding the PIC #2 on September 10, 2019 and submitting the Transportation Environmental Study Report (TESR) by the end of 2019. |

| Key External Agency / Stakeholder | Meeting Date | Meeting Purpose |
|--------------------------------------|-------------------|---|
| Utilities Coordination Meeting | February 5, 2020 | The Project Team provided an overview of the Freeman EA study as well as recap of the Recommended Plan developments to date. The approach of using 3 phases (Immediate, Interim and Ultimate) was discussed and the design details of the Recommended Plan were identified with a focus on areas where heavy utility impacts are expected such as Brant St, Plains Rd E/Fairview St and King Road. An update on TESR and PDR timelines was also provided. T2 Utility Engineers facilitated a detailed discussion to identify utilities that were in potential conflict with the Recommended Plan design. Remaining subsurface utilities investigations were discussed and attendees were invited to share any new information (since the previous records were sent) that that would improve the utility conflict plan. |
| Conservation Halton | February 19, 2020 | The Project Team provided an update to the Freeman EA Study on developments and provided a recap of the Recommended Plan. A summary of the materials presented at PIC #2 held on September 10, 2019 was provided. An updated summary of the drainage impact assessment and proposed stormwater management strategy was also provided. The next steps in the Freeman EA study include submitting the Transportation Environmental Study Report (TESR) in Spring 2020. |
| City of Burlington and Halton Region | March 10, 2020 | The Project Team provided an update to the Freeman EA Study on developments since the last meeting with the municipalities in August 2019. The Project Team provided a summary of the proposed improvements and recommended plan. The Project Team noted that the recommended plan is divided into 3 phases; immediate – for the QEW structural rehab, interim improvements - Capacity improvements by adding HOV/T lane per direction (QEW) and adding a General Purpose Lane (GPL) per direction (Highway 403), along with localized operational improvements, and ultimate - Capacity improvements by adding additional GPL per direction (QEW) and localized operational improvements. The City inquired what the timelines would be and the Project Team identified that the immediate phase is on a 5-year plan while the other 2 phases are subject to provincial funding. Active Transportation, utilities coordination and a recap of the PIC #2 were also discussed. It was confirmed that all existing noise conditions are the responsibly of the developer, this project is modelling for future noise with or without the proposed undertaking. The next steps in the Freeman EA study include submitting the Transportation Environmental Study Report (TESR) in Spring 2020. |
| City of Burlington | June 15, 2020 | The Project Team provided an overview of the proposed approach to replacing the Highway 403/King Road underpass in light of the Project Team recently learning of the City’s planned land exchange involving the City-owned parcel in the northwest quadrant of the King Road/North Service Road intersection and the adjacent property owner. City of Burlington confirmed the City’s intent to exchange lands with the adjacent owner to permit the relocation of the existing stormwater management facility and development of the lands at the intersection. MTO and the City agreed that the Ministry’s preliminary design for the replacement of the Highway 403/King Road underpass would be modified to replace the bridge on the current King Road alignment, which would significantly reduce or avoid impact along the King Road frontage of the City’s property and the adjacent property. This will require full closure of King Road at Highway 403 (from the North Service Road intersection to the entrance to the commercial property just north of Hydro Lane) for the duration of demolition and construction of the new bridge. The City indicated that if no other reasonable options are feasible, the City agrees to the King Road closure during the bridge replacement work. MTO and the City agreed that if the King Road bridge is scheduled for replacement by the Ministry prior to the City completing a Municipal Class EA study for the widening of King Road, the Ministry will work with the City during detail design to ensure that a future twinning of the King Road structure by the City at a later date is not precluded. |
| Hydro One | July 22, 2020 | The Project Team presented an overview of the proposed the scope of work, including WSP’s / T2’s responsibilities for producing the Transportation Environment Study Report (TESR) and Preliminary Design Report (PDR), noting that the study is following MTO’s Class EA process. The Project Team also reviewed and discussed Hydro One’s current comments for each of the locations where proposed construction is to occur in the vicinity of existing Hydro One corridor crossings of the 403 / QEW. Hydro One advised that there are no infrastructure upgrades or replacements forecasted for any of the transmission lines within the project limits. |

6.2.1.1 INDIGENOUS COMMUNITIES CONSULTATION

Indigenous Communities were contacted by the Project Team at key milestones throughout the study process. The following Communities received study commencement, PIC notifications and notification of TESR Completion:

- ▶ Mississaugas of the Credit First Nation
- ▶ Six Nations of the Grand River
- ▶ Williams Treaty First Nations
- ▶ Alderville First Nation
- ▶ Mississaugas of Scugog Island First Nation
- ▶ Chippewas of Rama First Nation
- ▶ Beausoleil First Nation
- ▶ Curve Lake First Nation
- ▶ Hiawatha First Nation
- ▶ Chippewas of Georgina Island First Nation

Letters were sent by MTO to all of the above-mentioned Indigenous Communities and groups to inform them of the completion of the study. MTO will continue to consult with Indigenous Communities in subsequent design stages. A summary of correspondence received from Indigenous Communities is provided in **Table 6-7**.

Table 6-7: Summary of Comments Received from Indigenous Communities

| Indigenous Community | Comment Received | Comment Response |
|-----------------------|--|---|
| Hiawatha First Nation | <p>Comments received via email on April 28, 2017 indicated:</p> <ul style="list-style-type: none"> ▶ Receipt of the notice of commencement regarding the QEW and Highway 403 Freeman Interchange. ▶ Hiawatha First Nations will contact the Project Team | <p>Project Team response noted:</p> <ul style="list-style-type: none"> ▶ The Project team will ensure that the Hiawatha First Nation community is included on the study mailing list and will be notified of future consultation events, |

| Indigenous Community | Comment Received | Comment Response |
|--------------------------------|--|---|
| | <p>should they have any questions or concerns.</p> <p>Comments received via email on July 20, 2017 indicating:</p> <ul style="list-style-type: none"> ▶ Receipt of the notice of commencement regarding the QEW and Highway 403 Freeman Interchange. <p>Hiawatha First Nations will contact the Project Team should they have any questions or concerns.</p> | <p>including Public Information Centre #1.</p> <p>No response required.</p> |
| Chippewas of Rama First Nation | <p>Comments received via email on May 5, 2017 noting:</p> <ul style="list-style-type: none"> ▶ Receipt and review of the notice of commencement regarding the QEW and Highway 403 Freeman Interchange. ▶ The information was forwarded to the Williams Treaties First Nation Process Co-ordinator/Negotiator who will take any necessary action if required. | <p>Project Team response noted:</p> <ul style="list-style-type: none"> ▶ That the Williams Treaties First Nation process Co-ordinator/Negotiator is on the project contact list and will be sent study notification throughout the study. ▶ Chippewas of Rama First Nation community will be notified of future consultation events, including public information centre 1. |
| | <p>Comment received via project email on October 4, 2017 indicated:</p> <ul style="list-style-type: none"> ▶ Receipt of the Notice of Community Information Centre – QEW and Highway 403 Freeman Interchange – Class Environmental Assessment and Preliminary | <p>No response required.</p> |

| Indigenous Community | Comment Received | Comment Response |
|-------------------------|---|--|
| | <p>Design Study – W.O. 2016-E-0005.</p> <ul style="list-style-type: none"> ▶ The information was forwarded to the Williams Treaties First Nation Process Co-ordinator/Negotiator who will take any necessary action if required. | |
| | <p>Comment received via email on August 28, 2019 noting:</p> <ul style="list-style-type: none"> ▶ Receipt of the notice about the second Public Information Centre for the QEW and Highway 403 interchange. ▶ No comments or concerns regarding the project at this time. | <p>Project Team response:</p> <ul style="list-style-type: none"> ▶ Acknowledged the comments provided. ▶ Noted that the Chippewas of Rama First Nation community will be notified of future consultation opportunities including the notice of filing of the Transportation Environmental Study Report (TESR) for public review in early 2020. |
| Alderville First Nation | <p>Comment received via email on August 29, 2019 noting the following:</p> <ul style="list-style-type: none"> ▶ This project falls outside of our treaty territory but more in the territory of the Mississauga's of New Credit. ▶ Noted no opinion on this project. | <p>Project Team response noted:</p> <ul style="list-style-type: none"> ▶ The Mississaugas of New Credit have also been circulated on this study notice. |



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