

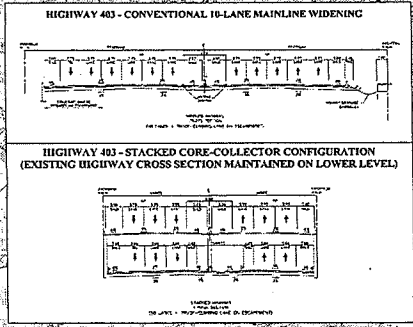
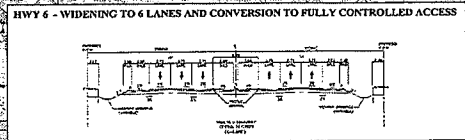
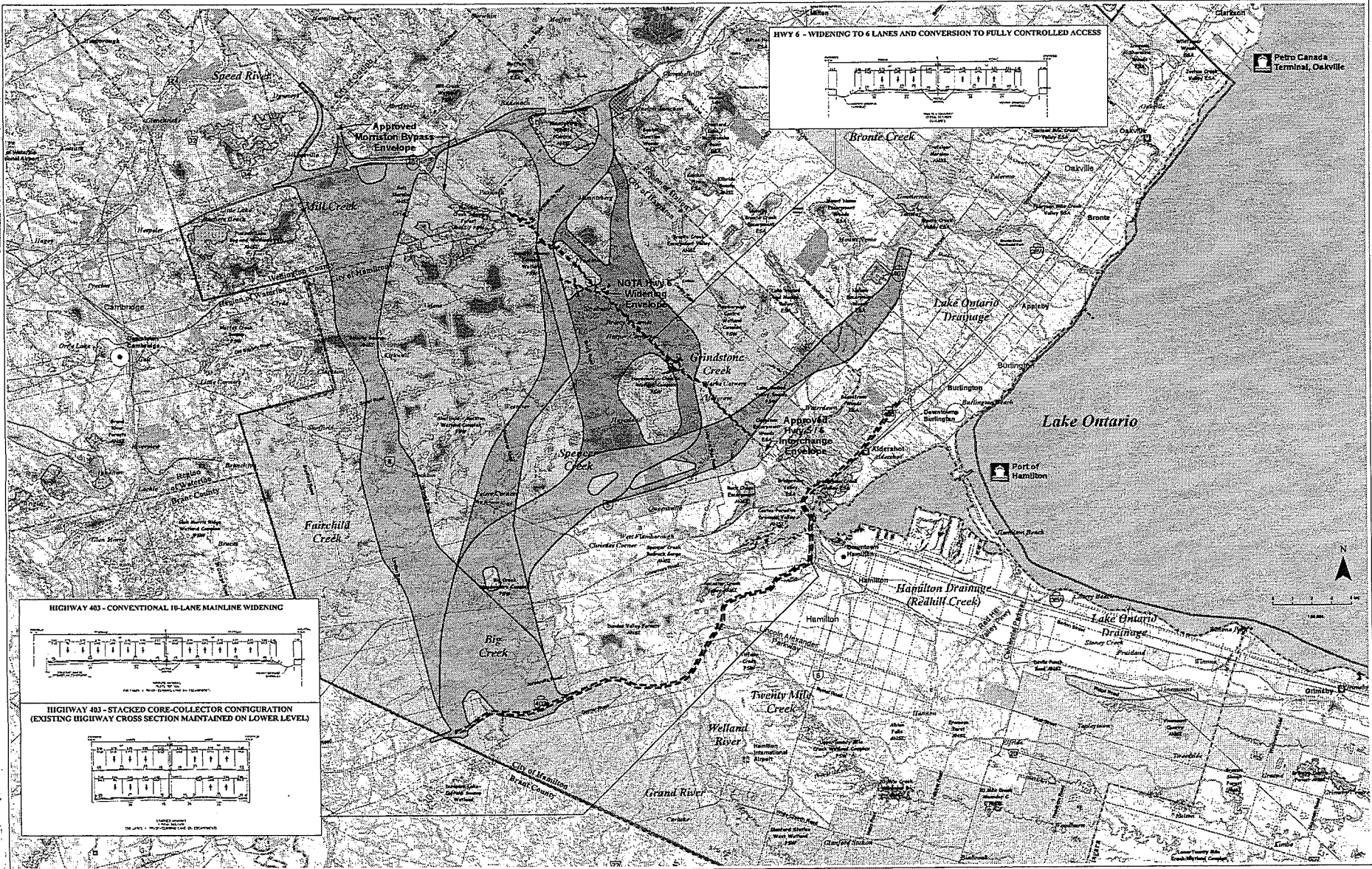
**Niagara to GTA
Corridor
Planning
And
Environmental
Assessment
Study - Phase 1**

West Area

**New Highway
and
Highway
Expansion
Corridor
Alternatives**

Legend

- NCTA Preliminary Study Area
- West Area Corridor 14 Areas, 2012
- Hay 403 & Hwy 6 W/Midlines
- Watershed Boundaries
- Municipal Boundaries
- Greenbelt Planning Area
- Megac Escapement Planning Area
- Provincial Parks and Conservation Areas
- ESA
- Deer Wintering Areas
- Flooded Area > 40 ha
- Inletor (100m)
- Deep Inletor (200m)
- Urban Growth Centres
- Pits and Quarries - Active
- Pits and Quarries - Inactive
- OP Aggregate Areas
- Wetland Significance**
- Provincial
- Other
- Unassessed
- ANSI Significance**
- Provincial
- Regional
- Roads**
- 400 Series
- Highways and Regional Roads
- Other Roads
- Rail Lines
- Ports
- Major Airport
- Secondary Airport
- Local Airport
- Rail Stations
- GO Stations



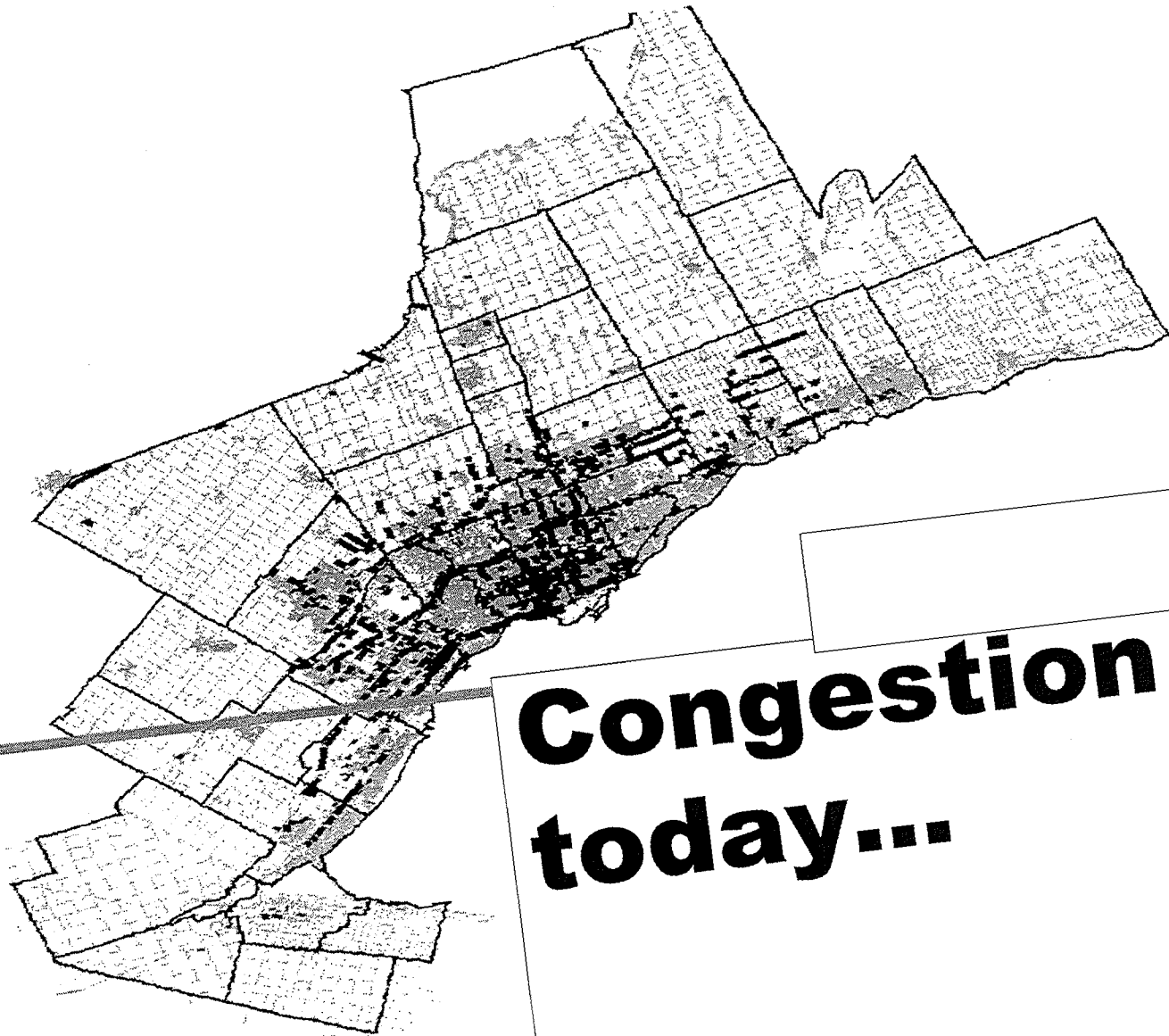
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**Congestion
today...**



**...And
in 25 years**



**Citizens Opposed to Paving the Escarpment &
The Stop Escarpment Highway Coalition
2211 Brant Street, PO Box 20014
Burlington, Ontario L7P 0A4**

November 21, 2012

Delegation

General Issues Committee, City of Hamilton

RE: Niagara to GTA Corridor – Ministry of Transportation submission of report and recommendation to Transportation Minister Chiarelli.

- Thank you for the opportunity to provide an update on the Ministry of Transportation's (MTO) Niagara to GTA project.
- I would like to remind the committee of the position taken on September 14, 2010, on the NGTA highway and congratulate your support of study groups 1 and 2 – for optimizing existing transportation network and that new/expanded non-road infrastructure be implemented. This committee also expressed concern regarding a highway included under group 4 and the subsequent impact to Flamborough. (Niagara to GTA Corridor Planning and EA Study Update - PW05054a/PED10113)
- The SEHC has worked with Halton Region and City of Burlington on this issue as recent events unfolded. A public meeting attracting over 500 attendees was held in Burlington. Also a program on COGECO was aired.
- We have learned that the MTO has submitted their recommendation to the Transportation Minister Chiarelli. The Minister is reported to be very unhappy with the recommendation.
- We have been advised that the Minister has asked for a submission offering alternatives.
- Halton Regional Chair Carr and Burlington Mayor Goldring have met with the Minister in October to discuss the issue.
- We believe a new corridor, which would devastate Flamborough, has been recommended. Note that all routes rip through Flamborough and devastate the area.
- The SEHC is concerned that the old 403 / 407, originally identified as option "C" under the Mid Peninsula Highway is the route of choice.

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<http://nohighway.blog.com>**

- We remain dismayed at the continued push for a highway when it is clearly not an answer to the transport problems at hand.
- Having studied the MTO's reports on the NGTA for the last 10 years, we have found the study to be severely flawed, antiquated and misguided.
- The right question has yet to be asked. Any answer must be in the context of the whole.
- The right question is how to increase mobility in the GTA?
- The problem faced is congestion in the GTA. As per Metrolinx, that congestion starts at Burlington and continues on to Toronto. In 25 years, that pattern remains the same, just more so. This highway will do nothing to address that problem.
- The highway will lead to sprawl and undermine the agriculture industry in Flamborough. It will also undermine economic opportunity to become a breadbasket to both domestic and international markets - because of the advantages location as climate change impacts food production globally.
- All routes will detrimentally impact our environmentally sensitive Class 1 wetlands and source water.
- The SEHC will be submitting recommendations to the Minister on alternatives. It will focus on mobility for people and goods. It will include transit, light rail and rail. We see mobility hubs where people live work and play. We see increased mobility for Hamilton and the GTA.
- We will call for the Minister to reject the MTO's recommendation, stop the EA process and remove group 4. And do what has failed to be done. Focus on the right problem, which is relieving congestion in the GTA. Spend taxpayer money where the problem lies.
- We remain firm in our stand against a highway through Flamborough, whether it culminates in Burlington or further north. It simply isn't needed.
- I referred to SEHC's collaboration with Halton Region and the City of Burlington. We would appreciate such an opportunity to work with Hamilton as well.

Thank you for your kind attention.

Susan McMaster
 Co-Chair, Citizens Opposed to Paving the Escarpment
 A proud member of
 The Stop Escarpment Coalition