

Regional Municipality of York

# Appendix 7B

## Stakeholder Sensitivity Analysis

**Prepared by:**

AECOM

**Project #**

60114489

**Date:**

September, 2011

# Table of Contents

	page
<b>1. Introduction.....</b>	<b>1</b>
<b>2. Identification of Stakeholder Groups.....</b>	<b>1</b>
2.1 Who are the stakeholders (individuals, interest groups, agencies) who may be directly affected?.....	1
2.2 Who are the stakeholders who may be able to influence the study outcome?.....	3
2.3 The Other Stakeholders.....	4
2.4 Dynamic Stakeholder Identification Process.....	4
<b>3. Study Perspectives.....</b>	<b>4</b>
3.1 What should the Region expect are the positive/negative impacts perceived by the stakeholders (i.e., hopes and concerns)?.....	4
3.1.1 <i>Issue:</i> Reduction in Congestion.....	4
3.1.2 <i>Issue:</i> Improvements to Public Transit.....	5
3.1.3 <i>Issue:</i> Effects on Significant Environmental Features.....	5
3.1.4 <i>Issue:</i> Poor Planning and Rapid Growth.....	5
3.1.5 <i>Issue:</i> Effects on Heritage Features.....	5
3.2 What might be the “show stoppers” to the project (i.e., the issues that could halt the project?) What is the plan for dealing with "show stoppers"?.....	5
<b>4. Communication Strategy.....</b>	<b>6</b>
4.1 When Does Communication Begin?.....	6
4.2 Communication Media.....	6
4.3 Extended Communication Efforts.....	6
<b>5. A Successful Stakeholder Sensitivity Strategy.....</b>	<b>7</b>
5.1 Mitigation of Concerns.....	7
5.2 How should the Region expect that stakeholders will want to be involved?.....	7
5.3 Response to Concerns.....	7
5.4 Identification and Involvement of Supportive Stakeholders.....	7

## List of Attachments

Attachment 1. Stakeholder Sensitivity Analysis Interview Methodology

# 1. Introduction

The Region of York is undertaking the Western Vaughan Transportation Improvements Individual Environmental Assessment (IEA) to identify transportation improvements in southwest Vaughan to support planned growth to the year 2031. The Western Vaughan Transportation Improvements IEA is being undertaken in accordance with the Terms of Reference (ToR) approved by the Minister of the Environment in February 2006. The Regional Municipality of York (York Region) has retained UMA | AECOM in conjunction with Gartner Lee Limited (GLL) and other sub consultants to carry out this project in accordance with the IEA Process. The ToR described, among other things, the consultation program for the IEA. Consultation with the public and stakeholders is essential in carrying out the environmental assessment. Agency/public consultation will meet or exceed the requirements of the EA Act.

A Stakeholder Sensitivity Analysis (SSA) is being undertaken to identify affected individuals, organizations and firms whose co-operation, expertise, and/or influence would be beneficial to the success of the project, and develop a strategy to involve them. It is also being used to identify potential issues and concerns regarding the Western Vaughan Transportation Improvements IEA while establishing a positive image for the Project Team and Region of York through early project communication. Specifically, the purpose of the SSA is to:

1. Collect information about groups or individuals who will be or are potentially affected by the Western Vaughan Transportation Improvements IEA;
2. Identify and analyze possible areas of concern and potential conflicts that may exist between the stakeholders and the proposed undertaking; and
3. Proactively work with stakeholders to select a preferred alternative that will meet as many of the stakeholders' concerns, while at the same time being as cost-effective as possible.

This report describes the results of the SSA as of May 2008. It identifies the stakeholder groups that are currently known by the Study Team, describes what some of the key issues and concerns are, provides an overview of the communications strategy documented in the Consultation and Communications Plan, and describes how the Region should attempt to address stakeholder issues and concerns.

## 2. Identification of Stakeholder Groups

A series of stakeholder interviews were undertaken at the start of the IEA to begin the process of collecting information about stakeholders and to identify their potential areas of concern (please refer to **Appendix A** for details of the stakeholder interviews). The results of the interviews have been supplemented with additional information that the Study Team has picked up as the study has progressed, including comments through the study web site, discussion at Advisory Committee meetings, and comment sheets from the Public Consultation Centres.

### 2.1 Who are the stakeholders (individuals, interest groups, agencies) who may be directly affected?

For the purpose of the SSA, stakeholders are defined as:

- Those whose interests are affected by the issue or those whose activities strongly affect the issue.

- Those who possess information, resources and expertise needed for strategy formulation and implementation.
- Those who may influence approval and / or implementation of the project.

Potentially affected stakeholders groups include:

- **Residents:**  
Individual residents and residents' associations within the Study Area. Specific associations within the Study Area include the Kleinburg and Area Ratepayers' Association, Sonoma Heights Ratepayers' Association, and the Nashville Ratepayers' Association.
- **Property Owners:**  
Developers and investors with an interest in the Study Area and outcome of the study. The majority of developer interests lie within the northwestern portion of the Study Area, and include companies such as TACC Construction, Metrus Development Inc., Building Industry and Land Development Association (BILD).
- **Businesses:**  
Industrial and commercial firms, agricultural operations, and local businesses located within the Study Area or that frequently travel within the Study Area. These include Canadian Pacific (CP) Railway, which owns the Vaughan Intermodal Terminal, and the businesses associated with the terminal, including Consolidated FastRate.
- **Institutions/Services:**  
Hospitals, schools, fire departments, EMS units and other institutions/services that will need to be notified about the study to co-ordinate travel routes. The hospitals include - Pine Valley Walk-In Clinic, Dr. Patrick Redman, Woodbridge Family Physicians Walk-In Clinic, Medical Walk-In & Cosmetic Clinic. The schools include - Kleinburg Public School and Emily Carr Secondary School.
- **Organizations and Interest Groups:**  
Professional and/or commercial associations, environmental organizations, and other interested groups with a jurisdiction or interest in the project or Study Area. These include Smart Commute – Vaughan, Friends of Boyd, and West Humber Naturalists.
- **Federal, Provincial and Municipal Governments and Agencies:**  
That have an interest in the project or are required to be contacted through IEA procedures. These include the Ministry of Transportation, Ministry of the Environment, GO Transit, Toronto and Region Conservation Authority (TRCA), Peel Region, and the City of Vaughan.
- **Other Users:**  
Individuals/firms who benefit from using transportation routes in the Study Area but who do not live, work or own land within the Study Area.
- **First Nations:**  
There are a number of First Nations with land claims in and around the Study Area. While these First Nations no longer live in the Study Area, they have historical, spiritual, and cultural ties that are of importance to them. It should be noted that the First Nations do not consider themselves to be stakeholders in the same sense as those identified above, but rather a level of government that must be dealt with independently.

## 2.2 Who are the stakeholders who may be able to influence the study outcome?

There are a number of stakeholders who may influence the study because they have knowledge to improve recommendations or regulatory/political/legal authority on the project, which needs to be considered. In some cases, these stakeholders have been listed above as they may also be affected by the study.

- **Residents:**  
There are a number of residents who were closely involved with the Pine Valley Drive Class Environmental Assessment (EA), the predecessor to this study. These individuals are familiar with the EA process and the political process, due to their prior involvement. Because they live in the area, they are likely familiar with the existing conditions in the Study Area and will have insight as to the potential effects of implementing alternative solutions.
- **Property Owners:**  
Developers who own land and have active development applications or are in the midst of construction have in-depth knowledge of the land uses and associated growth in Western Vaughan.
- **Businesses:**  
Large commercial transportation organizations, such as CP Rail, will have the potential to influence the process because of their need for an efficient transportation network. Conversely, the 407 ETR may influence the study through potential implementation plans on its toll highway.
- **Institutions/Services:**  
Hospitals, schools, fire departments, EMS units and other institutions/ services that will need to be notified about the study in order to co-ordinate travel routes.
- **Organizations and Interest Groups:**  
Smart Commute – Vaughan may have suggestions for improving the transportation network given its mandate to reduce traffic congestion and advocate for sustainable transportation. Environmental organizations, such as the West Humber Naturalists, are extremely familiar with the Study Area given their yearly birding surveys and will have useful information to share with the Region in this respect .
- **Federal, Provincial and Municipal Governments and Agencies:**  
All of the relevant Provincial ministries, along with the City of Vaughan, will have the ability to influence the study through their regulatory responsibility. The City of Vaughan will influence the study because the Study Area is located entirely within the City boundaries.

Although the Study Area does not extend into the Region of Peel, it may have an influence over the study due to its complementary interests in reducing congestion, and its shared jurisdiction of Highway 50 with the Region of York. Of special note is TRCA, which has a regulatory responsibility, but is also the owner of the Boyd Conservation Area and the Kortright Centre for Conservation, and will therefore exert considerable influence over the study in order to protect these and other natural features.

- **First Nations:**  
As a result of legal decisions made by the Supreme Court of Canada, the Crown has a “duty to consult” First Nations on issues that may affect treaties, land claims, etc. There are 13 First Nations with land claims in the Study Area. As mentioned above, First Nations must be consulted separately from other stakeholders.

## 2.3 The Other Stakeholders

The other stakeholders, also known as the “silent majority”, include local commuters, business owners, or local residents who would benefit greatly from the project, but choose not to participate actively in the study. As a result, little is known about these stakeholders. Understanding the demographics of the Study Area as a whole can provide insight into how to reach out to the “silent majority”.

Within the City of Vaughan, nearly half of the population in 2006 was comprised of immigrants (106,960 out of 238,000). Over 50% of immigrants living in Vaughan have been in Canada since before 1991 (Vaughan, 2007). There is no breakdown by community within Vaughan; however, 2001 Census data report that individuals of Italian descent represent the largest ethnic groups in Woodbridge, followed by Canadian, East Indian, Portuguese, and Chinese. The results are similar in Kleinburg and other rural areas, with English and German ethnic groups replacing Portuguese and Chinese.

Based on the 2006 Census results, nearly half of Vaughan residents (108,880) speak English at home. Italian was the second-most frequent language spoken in Vaughan, with over 42,000 residents, followed by Russian (13,085), Spanish (6,186), Punjabi (4,680), and Hebrew (4,030). Within Woodbridge, the top five languages spoken in 2001 were similar to the City as a whole, with Portuguese replacing Russian. In Kleinburg and the rural communities, English, Italian, German, Chinese and French were the most frequently spoken languages (Statistics Canada, 2001).

## 2.4 Dynamic Stakeholder Identification Process

During the SSA interviews, participants were asked to identify other stakeholders who may be interested in the study (known as the snowball technique). Through the use of this technique, the Study Team became aware of stakeholders who had not previously shown an interest in the study. The snowball technique will be used throughout the study as appropriate.

# 3. Study Perspectives

## 3.1 What should the Region expect are the positive/negative impacts perceived by the stakeholders (i.e., hopes and concerns)?

Based on the SSA interviews conducted in October 2007, and comments received from the public and other stakeholders at the first round of Advisory Committee meetings and Public Consultation Centres, a number of issues have been identified regarding the study.

### 3.1.1 *Issue: Reduction in Congestion*

Traffic congestion is seen as a significant issue in the Study Area by most groups of stakeholders, including residents' associations, environmental organizations, businesses, and developers. Some stakeholders have identified specific 'problem areas' while others cited the whole Study Area as being congested. For these stakeholders, their hope is that the Region can reduce congestion within the Study Area.

While many stakeholders view road improvements as important, there is a concern among other stakeholders that road improvements may be viewed as the only way of reducing congestion. These individuals and groups would like to see, instead, a multifaceted approach for addressing traffic.

### 3.1.2 **Issue: Improvements to Public Transit**

Many stakeholders have expressed their support for increased public transit capacity in the area, acknowledging the limited transit routes and service that currently exist. One residents' association has suggested that bus routes be extended to major arterials throughout the Study Area. Similarly, members of the public have also suggested that the Region consider using a system like Viva in the area. One individual has commented that high-rise construction should be encouraged to increase residential density and make transit improvements more viable.

### 3.1.3 **Issue: Effects on Significant Environmental Features**

A number of significant environmental features are found in the Study Area, including Boyd Conservation Area, Kortright Centre for Conservation, and the Humber River Valley system. The Minister's amendments to the ToR for this IEA include a requirement that "any alternative proposed to be located through the Boyd Conservation Area is excluded from consideration in the Environmental Assessment". Although no such requirement exists for the Kortright Centre for Conservation or the Humber River Valley, avoiding or minimizing effects on these and other natural features within the Study Area is an important consideration for this study, due to the interest expressed by stakeholders, including the TRCA and local environmental organizations and recreational associations.

### 3.1.4 **Issue: Poor Planning and Rapid Growth**

Some stakeholders believe that the congestion is a result of poor development planning, specifically development that is oriented towards single occupancy vehicles. Further, some stakeholders have suggested that improved planning could be used to address transportation deficiencies. On the flip side, there is some concern that the expansion of roads will encourage unsustainable residential and employment growth in the Study Area that will affect the quality of life for existing residents.

Developers are concerned that the Region's population and employment growth projections may not reflect the actual growth that is likely to take place within the Study Area .

### 3.1.5 **Issue: Effects on Heritage Features**

The Study Area is littered with cultural heritage landscapes and features, including settlements such as Kleinburg, Vellore, Nashville, Woodbridge, and Pine Grove. For settlements that have retained much of their historic feel, including Kleinburg and Nashville, there is a strong sense among residents that their existing quality of life should be maintained, despite the rapid growth that is surrounding them.

One comment suggested a bypass around Kleinburg to address congestion in that area, and a corresponding expansion of the Study Area to accommodate this transportation improvement. As a result, York Region has decided to expand the Study Area to the north of Kleinburg to allow for the consideration of such as an alternative.

## 3.2 **What might be the "show stoppers" to the project (i.e., the issues that could halt the project?) What is the plan for dealing with "show stoppers"?**

Show stoppers for EAs typically reflect issues that the community or other stakeholders feel have not been adequately addressed during the project, as opposed to regulatory issues. These could include the selection

of certain alternatives and the elimination of others, or the specific location of physical improvements within the Study Area and potential effects on adjacent uses. Regarding the former, the IEA will need to clearly document the rationale for selecting a preferred alternative in a way that is transparent, traceable, and understandable. Regarding the latter, the IEA will need to identify mitigation measures to minimize or avoid any potential effects to the greatest degree possible.

In addition, show stoppers could include issues regarding process. For example, stakeholders may request that the Minister of the Environment not approve an IEA based on the perception that consultation has been unfair, or a concern that the Region has not listened to issues and concerns, or, similarly, has failed to address those issues and concerns. As identified above, the IEA will need to demonstrate in a transparent, traceable, and understandable manner how the Region has considered and, where possible, addressed issues and concerns.

## 4. Communication Strategy

A Communications strategy for this study has been documented in detail in the Consultation and Communications Plan for the Western Vaughan Transportation Improvements IEA.

### 4.1 When Does Communication Begin?

It is the belief of the Study Team that communication must begin as early as possible, and continue throughout the process, to ensure that stakeholders are aware of the issues that are being raised and the decisions that are being considered.

### 4.2 Communication Media

As outlined in the Consultation and Communications Plan, a variety of communication media will be used to reach out to stakeholders, including the project web site, Advisory Committees, and Public Consultation Centres.

### 4.3 Extended Communication Efforts

In some cases, it may be necessary to go beyond the communications efforts that are outlined in the Plan. Extended communication efforts may involve setting up and attending meetings with individual stakeholders to resolve specific issues. This approach is already being used with other agencies, such as the Ministry of Transportation and the Region of Peel, to discuss projects, policies, and plans, that may influence this study.

The Communications Plan proposes to encourage participation by offering multiple ways for individuals and groups to participate, such as through the web site, at Community Stakeholder Advisory Committee meetings, and at Public Consultation Centres. Should specific groups whose involvement is deemed crucial to the success of the project decide not to participate, the Region will attempt to meet with these groups to determine why they are choosing not to participate, and how (or whether) the Region can modify the consultation process to accommodate them.

## 5. A Successful Stakeholder Sensitivity Strategy

### 5.1 Mitigation of Concerns

Mitigation of concerns will need to take place throughout the study. The Study Team is committed to modifying the evaluation or consultation process to address reasonable stakeholder concerns, and similarly, developing alternative ways of designing and constructing the undertaking to eliminate or reduce the stakeholder concerns.

As soon as a specific concern is identified, the Study Team should contact the stakeholder(s) to make sure that the nature of the concern is understood. If there is a simple or straightforward solution, the stakeholder should be contacted to discuss the proposed solution and to determine whether it effectively addresses the concern. If the concern requires considerable analysis or a shift in the process, then the Study Team will need to meet to discuss the concern and develop an approach that will allow the Region to make a decision as to how it can be appropriately addressed.

### 5.2 How should the Region expect that stakeholders will want to be involved?

Based on the considerable interest in parts of the Study Area regarding the Pine Valley Drive Class EA (the predecessor to this study) and the subsequent ToR for the IEA, it is anticipated that residents and stakeholders who were involved in the Class EA will want to participate in the IEA. The level of consultation complexity will likely be higher compared to that of the Pine Valley Drive Class EA, in part because of the added complexity of the IEA process. In addition, residents and other stakeholders are likely to be confused about how this study differs from the Pine Valley Drive Class EA, and the Region will need to make a considerable effort to explain what those differences are.

Based on the SSA interviews, there was support for receiving communication about the project via emailed newsletters. Several stakeholders also expressed an interest in a hardcopy newsletter, although the majority of these emphasized the importance of a hardcopy newsletter being brief and only providing project highlights. The use of Advisory Committees was generally looked upon favourably, with some stakeholders citing positive experience with these in past projects. Most stakeholders did not generally support Town Hall meetings with formal presentations.

### 5.3 Response to Concerns

All stakeholder concerns will be documented as the project proceeds, along with how the Region has considered and, where possible, addressed issues and concerns. Where required, the Region may meet individually with stakeholders to discuss and attempt to resolve issues and concerns.

### 5.4 Identification and Involvement of Supportive Stakeholders

During the initial set of SSA interviews, the Study Team sought out the input of stakeholders who were likely to be supportive of transportation improvements in the Study Area, as well as those who were likely to have strong concerns about such an initiative. The Study Team recognizes that some stakeholders may never agree with the decisions made during the IEA. It is important to the Study Team; however, that these stakeholders be supportive of the process undertaken to arrive at certain decisions, even if they do not agree with the decisions themselves. Thus, the Study Team has committed to thoroughly consulting stakeholders on the evaluation process, including providing input to evaluation criteria and indicators.

# Attachment A

---

## Stakeholder Sensitivity Analysis Interview Methodology

# Attachment A

## SSA Interview Methodology

In order to meet the purpose/objective of the SSA, approximately 40 interviews with stakeholders were conducted at the start of the IEA. First, potentially affected stakeholders were identified and their contact information collected. An interview questionnaire and script were then created and phone calls were staged. A phone call schedule was recorded and information obtained from successful contact entered into the stakeholder response form.

### Identification of Stakeholders

At the outset, potentially affected stakeholders were identified and contact information was collected. This was done by identifying potential types of stakeholders, then referring to the GLL and Cumming + Company contact lists from previous related projects, through internet search-engine and site snowball (link) searches, to identify specific contacts.

### Interview Questionnaire and Method

Identified stakeholder contacts were entered into an Excel spreadsheet and divided among team members to call. A questionnaire and script were created to conduct over the phone stakeholder interviews. A copy of the script and questionnaire are included as Attachment A1.

Phone calls were primarily divided between two GLL planners and the principal of Cumming + Company. The team was to call selected stakeholder contacts and, if the contact person was available, to conduct the interview. Initially, phone calls were to be repeated until contact was established. After approximately four “hang up” calls, messages were left for contacts.

Phone calls were staged during working hours and generally consisted of a mid-morning call sequence commencing at 10:00 am and ending by 12:00 pm; or mid-afternoon calls commencing at 2:00 pm and ending by 4:00 pm.

From the 50 calls made, the Study Team successfully contacted 40 stakeholders, as documented in **Table 1**. The final question on the questionnaire asked stakeholders if they could identify anyone else potentially interested in the project. As a result, 6 of the 40 successful contacts were new stakeholders identified by original stakeholders and added to the phone call list.

**Table 1. Stakeholder Phone Calls**

Company	Contact
Husky Food Importers and Distributors	Established
Humber Valley Heritage Trail	Established
Costco	Not Established
Consolidated Fastfrate	Established
Canada’s Wonderland	Not Established
CAA	Not Established
Carrying Place Residents	Not Established
BILD	Established
Smart Commute	Established

Company	Contact
York UDC	Established
Glen Shields Ratepayers	Not Established
Kleinburg Ratepayers	Established
Pinewood Estates Ratepayers	Not Established
Vaughan Chamber of Commerce	Established
Islington Woods Ratepayers	Not Established
Ontario Heritage Trust	Established
Ontario Nature	Established
Rimwood Estates Ratepayers	Established
Royal Pipe Co	Established
United Way York Region	Established
CP Rail	Not Established
Totalline Transport	Not Established
UPS	Established - no stake in study
Hike Ontario	Not Established
Metrus Developments	Established
GO Transit	Established
Vaughanwood Estate Homeowners	Established
Vellore Woods Ratepayers	Established
West Woodbridge Homeowners	Established
MDS Sciex	Established
York Region EMS	Established

## Interview Results

Below is a summary of the responses received. Main issues that arose will be discussed in the next section.

**Question 1: Who from your association/organization/firm should be contacted about study information, meeting notices, etc.?**

Most stakeholders identified were the correct contacts.

**Question 2: Do we have the correct contact information (email address, address, etc.?)**

Every stakeholder was willing to pass on contact information for themselves/their firm/their organization. Generally information was correct, although several addresses and phone numbers had to be updated. Many email addresses were initially blank, and were co-operatively given by stakeholders who wished to be contacted by email.

**Question 3: What suggestions/ideas do you have for how we can consult with you?**

There was high support for receiving communication about the project via an emailed newsletter. Several stakeholders also expressed support for a hardcopy newsletter, although the majority of these emphasized the importance of a hardcopy newsletter being brief and only providing project highlights. Stakeholder group meetings are generally looked upon favourably, with some stakeholders citing positive experience with these in past projects. However, it was suggested that these take place at a later project stage, once stakeholders have established their interest in the project. The stakeholders did not generally support Town Hall meetings, with comments regarding them ranging from 'convenient' to 'too big of a crowd'.

**Question 4: *Would you use a (Region's) web site for reports, notices, etc.? How can the web site best serve your needs?***

Stakeholders expressed high support for a project website, possibly linking from the Region's website. There is a general consensus among stakeholders that sending an email advising of website updates (i.e., new reports posted) is the most effective way to ensure use of the site. Anticipating new reports through constant checking of the site is not supported as a main form of gathering information.

**Question 5: *Would someone for your association/organization/firm consider participating in an advisory committee?***

There was an overall willingness to participate in the CSAC and/or RAAC, dependent on time commitments. Some stakeholders, especially Ratepayers Association members, expressed the need for evening meetings.

**Question 6: *What preliminary ideas/comments if any would you like us to communicate to the Region?***

The majority of stakeholders answered this question, and while the responses varied, they can be organized into two general categories; issues and suggested solutions, summarized below.

**Issue: Congestion**

The vast majority of stakeholders identified traffic congestion as a significant issue in the Study Area. This issue was identified across the board, by residents associations, environmental organizations, businesses, and developers. Some stakeholders identified specific 'problem areas' while others sited the whole Study Areas as being congested.

**Solution:** As to how to solve the issue, the responses varied, and while some provided suggestions, others professed that they did not know the optimal solution for addressing the problem. Of the solutions provided, many stakeholders suggested road improvements, discussed below.

**Solution: Road Improvements**

Roads were to be improved whether it was through engineering, planning, widening, or construction of new roads. Some specific suggestions are listed below:

- Improvements to Major Mackenzie Drive, such as its intersection with Highway 50 and jogs in the road, in order to improve its use as a major arterial.
- Alleviate traffic on Nashville Road, which should become a local road.
- Improve east/west routes including Major Mackenzie Drive, Rutherford Road, and Langstaff Road.
- More north/south routes needed in area.
- Highway 427 should extend as far as possible.

Three stakeholders (one residents' association, one institution/development company and one business association) stated that while road improvements are needed, they should not be implemented such that everyone is encouraged to drive. There is a greater need to get people walking and using other means of transportation (other than driving) in the area.

#### **Issue: Public Transit**

Several stakeholders expressed their support for increased public transportation capacity in the area. One residents' association wanted bus routes extended to major arterials, but not on local residential roads where noise and loitering at bus stops is an issue for residents. Another stakeholder believed emphasis should be placed on providing public transportation and improving the "walkability" of the area. Another agency believed services in the area should be made more accessible via public transportation. Finally, GO Transit has potential service expansions in the area - a possible rail station and service to Bolton as a result of Move Ontario 20/20 policies.

#### **Issue: Environmental Protection**

The preservation of existing trails/natural conservation areas is a crucial issue for the environmental organizations and recreational associations contacted. Environmental protection; however, was not found to be a predominant issue, as only two of the environmental interest groups contacted completed the questionnaire.

#### **Issue: Urban Planning**

One stakeholder believed the cause of the congestion was poor development planning.

**Solution:** Better future planning initiatives as a solution to transportation deficiencies. Another stakeholder agreed that the Region of York is correct in planning for transportation in the area, as the area is growing.

#### **Question 7: Are there other individuals, associations or organizations that we should contact??**

The stakeholders that were contacted identified six new contacts that ranged from government agencies to trucking companies. The majority of these new respondents did not identify any additional stakeholders.

# STAKEHOLDER INTERVIEW QUESTIONS

## Regional Municipality of York Western Vaughan Transportation Improvements Individual Environmental Assessment

York Region is undertaking an individual environmental assessment to address transportation needs in the west part of the City of Vaughan: north of Highway 407 to just north of Teston/Nashville Road, between Highways 400 and 50. The purpose of the study is to:

- Identify transportation deficiencies in Western Vaughan;
- Develop alternatives to address the deficiencies; and
- Secure Environmental Assessment Act clearance for the preferred alternative(s).

Public consultation is an essential component of the study and will be conducted by Cumming +Company and Gartner Lee. We are initiating public and stakeholder outreach and contacting residents' associations, businesses, and organizations who might have an interest in the study to discuss approaches for consultation and to confirm contact information. Background work is being undertaken this fall with the first public meeting on background conditions likely to occur in January/February.

1. Who from your association/organization/firm should be contacted about study information, meeting notices etc.?
2. Do we have the correct contact information (email address, address, etc.?)
3. What suggestions/ideas do you have for how we can consult with you? *If prompting required:* What types of meetings/workshops are the most useful in their opinion? Is a newsletter useful? Time of day for meetings?
4. Would you use a (Region's) web site for reports, notices, etc.? How can the web site best serve your needs?
5. Would someone for your association/organization/firm consider participating in an advisory committee?
6. What preliminary ideas/comments if any would they like us to communicate to the Region?
7. Are there other individuals, associations or organizations that we should contact?

Thank you. Please contact us at anytime (*provide contact info*).

*If there are any questions about the project scope etc. they could contact:*

**Barry T. Darch, P.Eng., PMP**  
**Manager, Transportation & Roads, Ontario**  
**UMA Engineering Ltd.**  
**5080 Commerce Blvd.**  
**Mississauga, Ontario L4W 4P2**  
**Phone: (905) 206-8114**  
**Email: [barry.darch@uma.aecom.com](mailto:barry.darch@uma.aecom.com)**