

Chapter 8 – Consultation Process



407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

MINISTRY OF TRANSPORTATION - CENTRAL REGION

TABLE OF CONTENTS

| | |
|---|------------|
| 8. CONSULTATION PROCESS | 8-1 |
| 8.1. Overview | 8-1 |
| 8.2. Consultation with Agencies | 8-1 |
| 8.3. Summary of Agency Consultation Activities | 8-2 |
| 8.3.1. Technical Advisory/Resource Group (TRG) | 8-32 |
| 8.3.2. Consultation with Aboriginal Communities | 8-104 |
| 8.4. Consultation with the Public and Landowners | 8-108 |
| 8.4.1. Public Notification | 8-109 |
| 8.4.2. Notification to Landowners in Close Vicinity of the Transitway | 8-109 |
| 8.4.3. Public Information Centres (PIC) | 8-110 |

8. CONSULTATION PROCESS

8.1. Overview

Consultation is an integral component of the TPAP process and essential to the successful completion of this study. Consultation was undertaken throughout the study to assist in the planning and impact assessment process for the 407 Transitway. The consultation process was designed to meet the requirements of Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. Consultation was initiated from October to December 2015, well before the formal declaration of the TPAP, through the mailing of initial contact letters to stakeholders and Indigenous and Métis Communities, and the initiation of the project website. The TPAP 120-day consultation and documentation period for this project was initiated on April 25, 2018.

Consultation was conducted with government review agencies, technical agencies, local municipalities, elected officials, the general public, landowners and Indigenous and Métis Communities.

The consultation process included the following types of consultation activities:

- Public notices;
- Liaison with relevant agencies, members of the public and landowners (residents were notified beyond the required 30 m of the project limits);
- Liaison with Indigenous and Métis Communities;
- Public Information Centres (PICs); and,
- Project website.

At the outset of the study (during the Pre-TPAP phase), the project team developed a detailed Consultation Plan. The purpose of the plan was to identify the proposed frequency and timing of consultation activities, methods of notification, and key stakeholders. The plan included details regarding the following consultation activities:

- Public notices;
- Consultation/negotiation with external agencies, Indigenous and Métis Communities, and property owners and the public,
- PICs;
- Presentations to Municipal Councils;
- Technical Advisory/Resource Group (TRG) and Steering Committee;
- Project website; and,
- Submission of the Environmental Project Report.

The Consultation Plan also included preliminary letters to external agencies and Indigenous and Métis communities as well as a preliminary external agency mailing list, which was updated regularly throughout the project. Also included in the plan was the initial contact letter to Indigenous and Métis

Communities.

8.2. Consultation with Agencies

Notification and consultation were carried out to encourage the involvement of government review agencies, technical agencies (i.e. transit authorities, utility companies, emergency medical services (EMS), etc.), municipal staff and elected officials throughout the stages of this study. Agencies were invited to participate in the PICs and focused meetings to address specific concerns and technical requirements.

Agencies were notified of the Pre-TPAP study commencement by the distribution of an initial contact letter mailed in October and December 2015. A few agencies responded that, after review of the study, there were no concerns and/or interests within the study area, and they requested to be removed from the contact list.

Agencies were invited to attend the two rounds of PICs: PIC #1 was held on December 6 and December 8, 2016 and PIC#2 was held on January 23 and January 25, 2018. PIC invitation letters were mailed on November 18, 2016 and January 5, 2018, for PIC #1 and #2 respectively. The Draft EPR was made available to members of the TRG on December 15, 2017 for review and comment. A letter was also mailed to advise agencies of the formal Notice of Commencement of TPAP 120-day consultation and documentation period on April 17, 2018. In addition, a letter of notification was provided to inform agencies of the Notice of Completion of Environmental Project Report (EPR) concurrently (in August 2018) with the release of this EPR.

The following is a list of agencies that were invited to participate in the consultation process:

| | |
|--|--|
| Canadian Transportation Agency | City of Brampton; |
| Transport Canada (Ontario Region) and Rail Safety Office; | City of Mississauga; |
| Greater Toronto Airport Authority; | City of Toronto; |
| Canadian National Railway; | York Regional Police; |
| Canadian Pacific Railway; | York Region Public Health Services; |
| Health Canada; | City of Vaughan Fire; |
| Fisheries and Oceans Canada; | Peel Regional Police; |
| Environment and Climate Change Canada; | Peel Regional Paramedic Services; |
| Ministry of Indigenous Relations and Reconciliation; | City of Brampton Fire; |
| Ministry of Tourism, Culture and Sport; | Mississauga Fire; |
| Ministry of Municipal Affairs/Ministry of Housing; | Toronto Fire Services, West Command; |
| Ministry of Agriculture, Food and Rural Affairs; | Toronto Paramedic Services; |
| Infrastructure Ontario/Ministry of Economic Development, Job Creation and Trade; | Toronto Police Service; |
| Ministry of the Environment, Conservation and Parks; | Ontario Provincial Police; |
| Ministry of Natural Resources and Forestry; | Peel Region, Waste Management, Infrastructure Development; |
| Toronto and Region Conservation Authority; | MPs; |
| Credit Valley Conservation; | MPPs; |
| Ontario Nature; | Conseil scolaire Viamonde; |
| Etobicoke Historical Society; | Conseil scolaire de district catholique Centre-Sud; |
| Brampton Board of Trade; | York Catholic District School Board; |
| Metrolinx/Hurontario LRT (HuLRT)/GO Transit/AECOM; | York Region District School Board; |
| York Region Rapid Transit Corporation; | Peel Region District School Board; |
| York Region Transit/VIVA; | Dufferin-Peel Catholic District School Board; |
| Brampton Transit (Zum); | Toronto District School Board; |
| Mississauga Rapid Transit (MiWay); | Toronto Catholic District School Board; |
| Toronto Transit Commission; | Hydro One Networks Inc.; |
| Highway 407 ETR Consortium/407 ETR Concession Company Limited; | Enbridge Pipe Line; |
| York Region; | Rogers Cable; |
| Peel Region; | Bell Canada/Telecon; |
| City of Vaughan; | Power Stream Inc.; |
| | Allstream; and, |
| | FSM Management Group Inc. |

8.3. Summary of Agency Consultation Activities

Table 8.1 presents a summary of agency correspondence/meetings held during the TPAP. The original correspondence received from agencies is presented in **Appendix A**. See **Section 8.3.1** and **Table 8.2** for the comments received from TRG members on the Draft EPR.

Agency communications were undertaken as required to identify and resolve any environmental or design issues associated with the project. Consultation consisted of discussions, meetings, correspondence and/or presentations to external committees, government review agencies/ministries, technical agencies, local municipalities, elected officials and interest groups. Environmental approvals-in-principle were requested in writing from external agencies, where required.

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|--|---|
| M.P.s | | | |
| M.P. Brampton South M.P. Brampton Centre M.P. Brampton East M.P. Mississauga - Malton M.P. Vaughan – Woodbridge M.P. Thornhill M.P. Etobicoke – North M.P. Humber River – Black Creek | Initial contact letters sent on December 9, 2015. PIC #1 invitation letters sent on November 18, 2016. PIC #2 invitation letters sent on January 5, 2018. TPAP commencement notification letters sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | A letter dated December 15, 2015 and the comment form were received from the M.P. for Thornhill noting that he has no concerns about the study at this time, but wishes to remain informed about the study's progress. An email was received from the M.P. for Mississauga-Malton on December 6, 2016 noting that the Minister will be unable to attend PIC #1 due to a prior commitment, but requesting to be kept informed for future events. | No issues or concerns identified. All M.P.s were kept informed throughout the study. An email response was sent on February 21, 2016 to the M.P. for Mississauga-Malton providing a link to the project website and the panels/information presented at PIC #1, and confirming that the M.P. will be kept informed as the project progresses. |
| M.P.P.s | | | |
| M.P.P. Brampton South M.P.P. Brampton Centre M.P.P. Brampton East M.P.P. Mississauga - Malton M.P.P. Vaughan-Woodbridge (sent TPAP commencement and TPAP completion notification letters only as formerly Minister of Transportation) M.P.P. Thornhill M.P.P. Etobicoke – North M.P.P. Humber River –Black Creek NOTE: Prior to reorganization of the electoral districts, the M.P.P.s for Mississauga-Brampton South, Brampton-Springdale,, Bramalea-Gore-Malton, Thornhill, Vaughan, Etobicoke North, and York-West were included on the project contact list. | Initial contact letters sent on December 9, 2015. PIC #1 invitation letters sent on November 18, 2016. PIC #2 invitation letters sent on January 5, 2018. TPAP commencement notification letters sent on April 17, 2018 (and April 25, 2018 to the M.P.P. Vaughan). TPAP completion notification letters were sent concurrently with the release of this EPR. | The comment form was received via fax on December 14, 2015 from the M.P.P. for York-West noting that the M.P.P. has no concerns about the study at this time, but wishes to remain informed about the study's progress. | No issues or concerns identified. All M.P.P.s were kept informed throughout the study. |
| FEDERAL GOVERNMENT | | | |
| Canadian Transportation Agency • Senior Environmental Officer – Rail Infrastructure Directorate | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. | No comments/concerns received. | No issues or concerns identified. The Canadian Transportation Agency was kept informed throughout the study. |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|--|--|---|
| <p>Transport Canada – Ontario Region</p> <ul style="list-style-type: none"> • Environmental Officer • Rail Safety Office | <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP completion notification sent to Rail Safety Office concurrently with the release of this EPR.</p> | <p>An email was received on November 22, 2016 from staff in the Environmental Assessment Program noting that Transport Canada does not require receipt of all individual or Class EA related notifications. They are requesting that project proponents self-assess whether their project will interact with a federal property and require approval and/or authorization under any Acts administered by Transport Canada. Under <i>the Canadian Environmental Assessment Act, 2012</i>, Transport Canada is required to determine the likelihood of significant adverse environmental effects of projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project. The project proponent should review the Directory of Federal Real Property, available at http://www.tbs-sct.gc.ca/dfrp-rbif/, to verify if the project will potentially interact with any federal property and/or waterway. The project proponent should also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project, available at: https://www.tc.gc.ca/eng/acts-regulations/acts.htm. If the aforementioned does not apply, the Environmental Assessment program should not be included in any correspondence. If there is a role under the program, correspondence should be forwarded <i>electronically</i> to: EnviroOnt@tc.gc.ca. A summary of the most common Acts that have applied to EA projects was included.</p> <p>An email was received on January 8, 2018 from staff in the Environmental Assessment Program noting that Transport Canada does not require receipt of all individual or Class EA related notifications. They are requesting that project proponents self-assess whether their project will interact with a federal property and/or waterway and require approval and/or authorization under any Acts administered by Transport Canada. Projects that will occur on federal property prior to exercising a power, performing a function nor duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the <i>the Canadian Environmental Assessment Act, 2012</i>. If the aforementioned does not apply, the EA program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded electronically to EnviroOnt@tc.gc.ca and with a brief description of Transport Canada’s expected role. A summary of the most common Acts that have applied to EA projects was included.</p> <p>An email was received on April 20, 2018 from Transport Canada/the Rail Safety Office acknowledging receipt of the project team’s April 20, 2018 email, although no further response was obtained.</p> | <p>No issues or concerns identified.</p> <p>Transport Canada was kept informed throughout the study.</p> <p>The project team conducted a self-assessment of the project to determine if it would impact federal property and require approval/authorization under any Acts administered by Transport Canada. The project team contacted Transport Canada on April 18, 2018 via telephone to discuss the project and determine whether an approval/authorization would be required for this project under the <i>Railway Safety Act</i> as federal property (owned by CNR and CPR) will be affected. The project team was directed to contact the Rail Safety Office via email with any questions. An email was sent from the project team to the Rail Safety Office (RailSafety@tc.gc.ca) as recommended by Transport Canada on April 20, 2018. Information about the 407 Transitway project was provided. The project team requested that Transport Canada confirm whether an approval/authorization would be required for this project under the <i>Railway Safety Act</i>. It was noted that the proposed 407 Transitway alignment crosses Federal property at three locations on land owned by CNR and CPR. In addition, one of the proposed 407 Transitway stations (Pine Valley Drive Station located east of Islington Avenue) lies directly adjacent to/north of Federal property on land owned by CNR. A link was provided to the plates/drawings showing the location of the alignment in the vicinity of these properties. It was noted that all railway crossings of the 407 Transitway will be fully grade separated, either bridged over or tunneled under existing rail facilities. It was confirmed that details of this work will be further discussed in the detail design phase of this project; however, it was noted that the design will ensure no disruptions to existing rail operation of all impacted rail infrastructure. It was confirmed that correspondence has taken place with both CNR and CPR throughout the study.</p> |
| <p>Health Canada</p> <ul style="list-style-type: none"> • A/Environmental Assessment Coordinator | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>Health Canada was kept informed throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|--|--|
| Fisheries and Oceans Canada <ul style="list-style-type: none"> Fisheries Protection Program | TPAP completion notification letters were sent concurrently with the release of this EPR. Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Fisheries and Oceans Canada was kept informed throughout the study. |
| Environment and Climate Change Canada, Environmental Protection Operations Division – Ontario Region <ul style="list-style-type: none"> Manager, Environmental Assessment Section | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Environment Canada was kept informed throughout the study. |
| PROVINCIAL GOVERNMENT | | | |
| Ministry of Indigenous Relations and Reconciliation (formerly Ministry of Aboriginal Affairs) <ul style="list-style-type: none"> Consultation Unit Manager (A), Ministry Partnerships Unit | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. The Ministry of Indigenous Relations and Reconciliation was kept informed throughout the study. |
| Ministry of Tourism, Culture, and Sport <ul style="list-style-type: none"> Team Lead Team Lead, Archaeology Program Heritage Planner Archaeology Review Officer | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email and letter were received from the Heritage Planner on November 27, 2015 noting that the Ministry of Tourism, Culture and Sport's (MTCS's) interest in this EA project is related to its mandate of conserving Ontario's cultural heritage including archaeological resources, built heritage resources and cultural heritage landscapes. Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The <i>Standards and Guidelines for Conservation of Provincial Heritage Properties</i> must be adhered to for all property owned/controlled by the Crown in right of Ontario or by a prescribed body. Cultural heritage resources can be identified through screening and evaluation. Engagement with Aboriginal communities should include a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage | MTCS was kept informed throughout the study. The Stage 1 Archaeological Assessment Report was submitted to MTCS for review/filing on January 16, 2017. MTCS confirmed on April 19, 2017 that the Stage 1 Archaeological Assessment Report has been reviewed and deemed compliant with Ministry requirements for archaeological fieldwork and reporting. This Report has been entered into the <i>Ontario Public Register of Archaeological Reports</i> . An email/letter was sent to the Heritage Planner on July 9, 2018 informing MTCS that a Cultural Heritage Assessment Report (CHRA) and eight Cultural Heritage Evaluation Reports (CHERs) have been completed for the 407 Transitway study, and links to each report were provided. It was confirmed that the CHRA was made available to local and regional municipalities for review/comment and that the |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|---|--|
| | | <p>resources. The project should be screened with the MTCS <i>Criteria for Evaluating Archaeological Potential</i> to determine if an archaeological assessment is required. If the study area exhibits archaeological potential, an archaeological assessment should be undertaken by an archaeologist licensed under the <i>Ontario Heritage Act</i> who must submit the report directly to the MTCS for review. MTCS <i>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</i> should be completed to identify any impacts to cultural heritage resources, with information from municipal clerks and heritage planners. If potential or known heritage resources exist within the study area, MTCS recommends that a Heritage Impact Study be prepared by a qualified consultant to assess potential impacts. The Heritage Impact Study should be sent to the MTCS and appropriate municipalities/interested organizations for review. MTCS noted that all technical heritage studies and their recommendations must be addressed and incorporated into EA projects. MTCS must be advised as to whether any technical heritage studies will be completed as part of the EA and these studies should be provided to MTCS before a 'Notice of Completion' is issued. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, the completed checklists and supporting documentation must be included in the EA report. The MTCS asked that consultation with them continue through the EA process.</p> <p>An email was received from MTCS on January 25, 2017 noting that MTCS has screened the Stage 1 Archaeological Assessment Report and this report is considered filed. The report will either be added to the queue for review or will be entered into the register without technical review.</p> <p>An email/letter was received from MTCS on April 19, 2017 noting that MTCS has reviewed the Stage 1 Archaeological Assessment Report and it has been deemed compliant with Ministry requirements for archaeological fieldwork and reporting. It has been entered into the <i>Ontario Public Register of Archaeological Reports</i>.</p> | <p>CHERs were distributed to the required local municipalities (City of Brampton, Vaughan and Toronto) and to Infrastructure Ontario. It was confirmed that all comments received from the municipalities on the technical reports have been addressed. The project team confirmed that the CHERs determined that no Heritage Impact Assessments were required. Details of the submission of the Stage 1 Archaeological Assessment Report to MTCS was provided, and it was noted that the Stage 2 Archaeological Assessment Report will be submitted to MTCS upon completion. It was also confirmed that Indigenous Communities have been kept informed throughout the study, and were provided with the opportunity to review the Draft EPR and available technical reports in December 2017. Details regarding the final EPR and the Notice of Completion of EPR were provided and it was noted that the technical heritage and archaeological reports will be included in the final EPR. The project team requested that the heritage planner contact the project team if any further information on the study is required, or with any questions/concerns.</p> <p>The Stage 2 Archaeological Assessment report was submitted to MTCS in August 2018.</p> |
| <p>Ministry of Municipal Affairs /Ministry of Housing</p> <ul style="list-style-type: none"> • Manager, Growth Policy • Senior Planner, MSO-Central, Municipal Services Division • Assistant Planner, Municipal Services Division • Manager, Growth Policy • Assistant Planner, Community Planning and Development (West) • Planner, Community Planning and Development (West), Municipal Services Officer – Central Region | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>Meeting took place on July 14, 2017 with the project team and the Ministry of Municipal Affairs/Ministry of Housing (MMA/MHO) to discuss impacts on the Parkway Belt utility corridor at Bramalea Road and 407 ETR, issues collecting utility date, and conformity with the Parkway Belt West Plan (meeting minutes presented in Appendix A). Follow-up memo and drawings provided to MMA/MHO on July 21, 2017.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> | <p>A letter was received via email from MMA/MHO on October 4, 2017 regarding the proposed 407 Transitway alignment southwest of 407 ETR and Bramalea Road in the City of Brampton (see Appendix A). A copy of the Parkway Belt West Plan and the Plan's associated Map 4 were included with the letter. The project team originally considered four alignment alternatives at this location with Option # 4 being the preferred alignment. MMA/MHO confirmed that staff have reviewed the proposal in the context of the Parkway Belt West Plan (PBWP). The PBWP divides the area covered by the Plan into two land use categories including the 'Public Use Area' and the 'Complementary Use Area'. The 'Public Use Area' consists of areas designated as 'Public Open Space and Buffer Area', 'Utility', 'Electric Power Facility', 'Road', and 'Inter-Urban Transit'. The 'Complementary Use Area' comprises the areas designated as 'General Complementary Use Area' and 'Special Complementary Use Area'. The proposed Transitway alignment is located within the 'Public Use Area' of the PBWP. According to Section 5.4.1 of the Plan, the permitted uses within the 'Public Use Area' include Linear Facilities. The 'Inter-Urban Transit' designation along 407 ETR is a result of Amendment #147 to the PBWP by MTO, which was approved by MMA in 2000. The amendment proposed a 30 m 'Inter-Urban Transit' ROW under the 'Public Use Area', along 407 ETR between Ninth Line and Markham Road, in the PBWP. Based on the information provided by the project team, MMA/MHO confirmed that the proposed use aligns with the permitted uses under Section 5.4.1</p> | <p>MMA/MHO was kept informed throughout the study.</p> <p>The preferred alternative in the southwest quadrant of 407 ETR and Bramalea Road was carried forward based on MMA/MHO's response in the letter dated October 4, 2017 (see Appendix A). As requested by MMA/MHO, consultation with utility companies and IO has taken place throughout the TPAP regarding the location of existing utility uses.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| | <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>of the PBWP. Given that both the utility and transportation facilities are permitted within the 'Public Use Area', MAA/MHO recommends that staff undertaking the EA process be satisfied that the proposed use does not preclude any existing or future utility uses, above and below ground. As a result, MAA/MHO recommends consulting with relevant providers such as Enbridge, Trans Canada Pipeline and IO to determine the location of existing utility uses within the proposed route.</p> | |
| <p>Ministry of Agriculture, Food and Rural Affairs</p> <ul style="list-style-type: none"> • Policy Advisor | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>The Ministry of Agriculture, Food and Rural Affairs was kept informed throughout the study.</p> |
| <p>Ministry of Natural Resources and Forestry, Aurora District</p> <ul style="list-style-type: none"> • District Planners • Management Biologists | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification letter/emails sent on December 12, 2017 and December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email/letter containing background fisheries and species at risk data and watercourse sensitivity was received from the Ministry of Natural Resources and Forestry (MNRF) on February 5, 2016.</p> <p>An email was received from MNRF on December 9, 2016 with MNRF's recommendations regarding the modified watercourse sensitivities. MNRF confirmed that Rainbow Creek is no longer regulated Redside Dace habitat (but is considered historical habitat). Further information on Redside Dace was provided on February 9, 2016.</p> <p>An email was received on November 8, 2017 (after receipt of the TRG meeting #2 invitation) from the former Management Biologist asking to be removed from the contact list as he no longer works at MNRF Aurora.</p> <p>An email was received on January 10, 2018 (after receipt of the PIC #2 invitation letter) from the Management Biologist noting that MNRF may have an interest in the proposed undertaking. The Management Biologist confirmed that the study area crosses over Redside Dace habitat and is close to a number of species at risk records including Butternut, Blanding's Turtle, Eastern Meadowlark and Barn Swallow. MNRF asked that these species be considered in the EPR, and noted that early consultation with the MNRF District Planner is recommended to ensure the proposed undertaking is compliant with the <i>Endangered Species Act</i>.</p> <p>An email was received on February 13, 2018 from the Management Biologist noting that he looks forward to seeing the Final EPR when circulated.</p> <p>An email was received from the District Planner on April 25, 2018 (after receipt of the Notice of Commencement of TPAP) noting that there appears to have been a screening with MNRF in February 2016 although the District Planner could find no</p> | <p>MNRF was kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>Data was requested from MNRF via emails/letters sent on November 11, 2015 and December 8, 2015.</p> <p>An email was sent to the Management Biologist on November 15, 2016 regarding the watercourse sensitivities within the study area. The project team requested that MNRF review the project team's modified sensitivity rankings which are based on field investigations. Input from MNRF regarding Redside Dace habitat was also requested.</p> <p>A letter was sent to the District Planner on December 12, 2017 providing notification that the Draft EPR (and various Environmental Technical Reports) will be available for stakeholder review on December 15, 2017. Information on the significant findings of the natural sciences assessment was also provided.</p> <p>An email was sent to the Management Biologist on January 11, 2018 thanking him for the species at risk information and providing information on previous correspondence (in particular regarding species at risk) with MNRF to date. It was confirmed that the record of Blanding's Turtle is new and will be added to the EPR. The letter sent to the District Planner on December 12, 2017 providing notification of the Draft EPR (and various Environmental Technical Reports) was also provided, with comments on the Draft EPR requested from MNRF by January 24, 2018.</p> <p>An email was sent to the Management Biologist on February 13, 2018 noting that the project team is addressing and responding to comments received by January 24, 2018 to the Draft EPR which was circulated in late December/early January, and</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|---|--|
| | | further records. The District Planner requested that the project team provide their understanding of any further species at risk considerations/requirements. | noting that comments received from all stakeholders will be included in the Final EPR. An email was sent to the District Planner on April 26, 2018 providing information on the correspondence with MNRF to date, including correspondence regarding species at risk. The letter sent to the District Planner on December 12, 2017 providing notification of the Draft EPR (and various Environmental Technical Reports) was also provided. It was confirmed that the project team made a commitment in the Draft EPR to consult further with MNRF prior to construction to discuss species at risk, any potential impacts of the proposed work on species at risk, and any requirements for permitting under the Ontario ESA. Prior to construction, further field investigations will be undertaken as required for species at risk during the appropriate season using MNRF protocols to confirm presence/absence. |
| <p>Infrastructure Ontario / Ministry of Economic Development, Job Creation and Trade (formerly Ministry of Economic Development, Employment and Infrastructure)</p> <ul style="list-style-type: none"> • Environmental Advisor, Environmental Management • Director, Land Use Planning • Director, Portfolio Development • Project Manager, Development Planning, Real Estate and Lending • Manager, Corridor Lands • Project Manager • Senior Planner, Realty Portfolio Planning • Senior Policy Advisor, Cabinet Office Liaison and Policy Support Unit | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on August 4, 2016 with the project team, Metrolinx, Hydro One, IO and Aecom to discuss the 407 Transitway alignments/potential station locations in the Hurontario Street area as well as the HuLRT station and the HuLRT MSF Yard (meeting minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on May 9, 2017 with the project team, Hydro One and IO to discuss the 407 Transitway alignment alternatives within the hydro corridor (presentation and meeting minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email and letter were received on November 4, 2015 from the Environmental Advisor, Environmental Management at Infrastructure Ontario (IO) outlining Infrastructure Ontario's role and mandate. She noted that IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Economic Development, Employment and Infrastructure (MEDEI). The Environmental Advisory noted that there is potential that IO manages lands that fall within the study area and, as a result, the study may impact IO managed properties and/or the activities of tenants present on IO-managed properties. IO requires that the proponent conduct a title search by reviewing parcel register(s) for adjoining lands to determine if IO property lies within the study area and to determine the extent of ownership by MEDEI or its predecessor's ownership. IO must be contacted if any ownership of provincial government lands are known to occur within the study area and are proposed to be impacted, with a copy of the notice also to be sent to the ministry/agency on title. IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines. The Environmental Advisor provided information on potential negative impacts to IO tenants and lands (i.e. to natural heritage features, habitats and functions, to land holdings, and to cultural heritage features) and requirements regarding avoidance/mitigation/ contingency plans/compensation and reporting requirements for the EA. IO must be contacted if negative impacts to land holdings or if impacts to cultural heritage features on IO-managed lands are anticipated at the earliest possible stage in the study. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of the study. It was noted that completion of any EA process does not provide approval for MEDEI's Class EA obligations. Adequate timelines and project budgets must be allowed in relation to MEDEI's regulatory requirements associated with a proposed realty activity. Some due diligence processes and studies can be streamlined (i.e. prior to any disposition of land, at minimum a Phase 1 ESA, Stage 1 Archaeological Assessment and MEDEI Category B EA should be undertaken) to avoid project delays and increased costs. The purchase of MEDEI-owned/IO-managed land or disposal of rights and responsibilities for IO-managed lands triggers the applications of the MEDEI Class EA. If any realty activities affecting IO-managed lands are being proposed as part of this study, the Sales, Easements and Acquisitions Group must be contacted as well as the Environmental Advisor. IO can be removed from the contact list if MEDEI owned lands are not anticipated to be impacted. It was requested that, in future, only electronic copies of notices for any projects impacting</p> | <p>IO/Ministry of Economic Development, Job Creation and Trade was kept informed throughout the study. Comments received were considered by the project team and used to refine the design during the TPAP, in particular in the Hurontario Street area.</p> <p>Correspondence took place with IO regarding the Stage 2 archaeological assessment work required on IO property.</p> <p>Correspondence took place with the project team and the Project Manager, Development Planning at IO in December 15, 2017 regarding access to the Draft EPR.</p> <p>A letter was sent from MTO to IO on January 16, 2018 regarding the HuLRT – Operations, Maintenance and Storage Facility (OMSF) lands. The letter confirms that MTO now agrees to transferring the lands (fee simple) and granting an easement to Metrolinx as identified in Appendix A to the letter.</p> <p>An email providing the three Cultural Heritage Evaluation Reports completed for three properties located on land owned by IO (CHL 1 – Humber River, CHL 5 – 7385 Farmhouse Court, and CHL 7 – 7324 Kennedy Road) was sent to the Senior Planner, Realty Portfolio Planning on February 12, 2018. In addition, the updated Cultural Heritage Resource Assessment was also provided.</p> <p>IO provided comments on the Draft EPR on February 2, 2018 and further correspondence took place with IO regarding their comments from January to June 2018. See Table 8.2 and Appendix A. The correspondence was generally regarding the lands to be identified as protected sites for environmental compensation in the EPR. The project team provided an explanation for protecting multiple sites across the Transitway. IO identified nine other potential Ministry of Infrastructure-owned properties in the vicinity of the study area that could meet the environmental compensation requirements.</p> <p>A response to IO's comments/letter on the Draft EPR was provided to IO on April 24, 2018 in a letter. This letter noted that the project team had conducted a thorough investigation into the nine properties identified by IO as potential environmental compensation sites. It was noted that MTO is prepared to remove interest in the two areas of land previously identified for environmental compensation lands south/east</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|---|---|
| | | <p>IO lands should be sent.</p> <p>An email and the comment form were received from the Director, Land Use Planning at IO on November 27, 2015 providing updated contact information and noting that IO would like to be kept informed and involved in the study as it moves forward given that IO manages a significant amount of land in the study area. IO would like to receive information on proposed alignments, required ROW, and any other property-impacting elements as they become available.</p> <p>Correspondence took place with IO in August 2016 after the meeting on August 4, 2016 regarding the presentation materials.</p> <p>Correspondence took place with IO in April 2017 regarding the project team's data request for utility information. IO suggested the project team contact Hydro One, Enbridge Pipeline and Enbridge Gas Distribution for utility information.</p> | <p>of the Transitway around Farmhouse Court and east of Martin Grove Road. In exchange, MTO will require transfer of the two properties identified for this purpose (P65580/PIN 140210147 and P65615/PIN 032220705). MTO requested confirmation from IO that these two properties are owned by the Province of Ontario, are not being processed as surplus properties and may be transferred to MTO. These two properties would then be identified in the EPR. Information was also provided on the IO lands east of Goreway Drive that have been identified in the Draft EPR for a potential land exchange. An email was received on May 2, 2018 from IO indicating that the site southwest of Islington Avenue and 407 ETR (P65615/PIN 032220705) is suitable for use as environmental compensation lands. However, the site southwest of Albion Road and Steeles Avenue (P65580/PIN 140210147) has an easement in favour of Transport Canada Pipelines Limited and may not be suitable for environmental compensation land. IO asked MTO to confirm that, upon approval of the 407 Transitway TPAP, MTO will release its interest in the sites southeast of Martin Grove Road and 407 ETR and northeast of Farmhouse Court and Tomken Road and will identify the P65615 site as environmental compensation lands instead, or advise if any other sites may be suitable.</p> <p>A formal response to IO's email dated May 2, 2018 was provided by letter to IO on May 14, 2018 including the finalized details regarding the environmental compensation lands that will be included in the Final EPR.</p> <p>Correspondence with IO continued in May and June 2018. MTO confirmed in an email to IO on May 25, 2018 that the project team will move forward with the land identified as environmental compensation lands described and shown in the letter dated May 14, 2018. In addition, the project team requested that IO address the potential land exchange east of Goreway Drive which IO agreed to proceed with on behalf of MTO many years ago. It was noted that the project team will move forward with the identification of the provincial lands south of the 407 Transitway at this location for land exchange purposes. As requested by IO, MTO provided further information to IO regarding the need for protecting land for environmental compensation purposes on May 28, 2018. MTO confirmed in an email dated June 7, 2018 that if new sites were identified by IO and agreed upon by MTO after the EPR is approved, it would require an EPR Addendum under the TPAP. The Addendum would be considered significant and the proponent would have to justify the change, including evaluating impacts to the change on the environment and prescribed mitigation measures. Any new sites would only be considered by MTO on a case-by-case basis. The Addendum would have to be published for a 30-day review period including notification to the regulatory agencies, property owners and Indigenous Communities. See Table 8.2 and Appendix A for more details regarding IO's comments on the Draft EPR and the project team's responses.</p> |
| <p>Ministry of the Environment, Conservation and Parks (formerly Ministry of the Environment and Climate Change)</p> <ul style="list-style-type: none"> • Manager, Halton Peel District Office • Manager, York Durham District Office • Supervisor, Project Coordination Team #1 • Director, Environmental Approvals Branch • Special Project Officer, Environmental Assessment Services Section, Environmental Approvals and Permissions Branch | <p>Initial contact letter sent to the Halton Peel District Office, York Durham District Office and Project Coordination Team #1 on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on June 27, 2017 with project team and MECP to discuss the project (presented in Appendix A).</p> | <p>A phone conversation took place between the project team (LGL) and staff at the Environmental Approvals Branch on November 10, 2015. The contact information for the MECP Environmental Approvals Branch representative was confirmed. He requested to be circulated on all future mailings related to the study, and to be contacted with any questions regarding the TPAP. He was concerned about possible confusion with the initial contact letter as it stated that it was a 'Notice of Study Commencement', but was not the commencement of the TPAP. The project team confirmed that the initial contact letter was to introduce the study and was not the formal TPAP commencement notice, and noted that the first pre-planning PIC would</p> | <p>The Ministry of the Environment, Conservation and Parks (MECP) was kept informed throughout the study.</p> <p>A letter was sent by MTO to the Director, Environmental Approvals Branch on October 15, 2015 introducing the study and requesting a list of bodies that may assist the project team in identifying and contacting Indigenous communities that may be interested in the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--------|---|--|--|
| | <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>likely take place this winter and that it is anticipated that the TPAP will be triggered late next year.</p> <p>Email correspondence between the Special Project Officer, Environmental Assessment Branch (EAB) and the project team in December 2015 and January 2016 regarding the list of Indigenous Peoples/communities that the EAB recommends the project team consult with and the project schedule. The Special Project Officer provided a list of Aboriginal communities that the Aboriginal Advisor suggested consultation with. It was confirmed that the Special Project Officer will be the contact at the EAB for the next few months and then a new lead from the EAB will be identified. The project team provided general information on the project schedule and confirmed that the intention is to provide the MECP with the Draft EPR for review/comment when available prior to triggering the TPAP.</p> <p>An email dated October 18, 2016 was received from the Special Project Officer requesting a status update on the 407 Transitway project, if the project team will be submitting a Draft EPR for review, and when the Notice of TPAP commencement will be issued.</p> <p>An email dated December 13, 2016 was received from the Special Project Officer confirming that MECP is interested in participating in the review of the Draft EPR and is committed to working with MTO to facilitate a timely review of the Draft EPR to determine whether or not the draft documentation meets the requirements and expectations set forth in the Ministry's Guide: Ontario's TPAP and the requirements set forth in <i>Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings</i>. An invitation was extended to MTO to participate in a discussion with MECP staff about the submission of a Draft EPR, the time required for the Ministry's review and the purpose of the Ministry's review of the draft documentation. It is recommended that MTO submit a formal request to the Ministry asking that a review of the draft be carried out, and clearly indicating when the proponent anticipates submitting the draft. It is the Ministry's expectation that a minimum of three (3) weeks advance notice be given prior to the submission of a draft document, so that Ministry staff can allocate the time and resources needed to carry out the review. It was advised that in order to ensure that the Ministry has an adequate amount of time to review the Draft EPR, it is the Ministry's expectation that a minimum of five (5) weeks be provided for the completion of the review.</p> <p>The Special Project Officer confirmed receipt of the project team's email regarding the project schedule on November 8, 2017.</p> <p>An email was received on January 22, 2018 from the Special Project Officer noting that, due to incompleteness and/or inaccessibility of the Draft EPR documentation (Stormwater Management and Air Quality Impact Assessment, etc.), MECP staff will require additional time to complete its review of the Draft EPR. The proposed new dates/schedule for the TPAP were provided. The Special Project Officer noted that all identified concerns must be addressed prior to issuing a Notice of Commencement for the TPAP.</p> <p>Emails were received from the Special Project Officer on February 12, 2018 with</p> | <p>Indigenous and Métis communities initial contact letters mailed on November 12, 2015, February 5, 2016 and September 15, 2017.</p> <p>A response email was sent October 19, 2016 to the Special Project Officer noting that the project is still in the pre-TPAP planning phase. Agencies/indigenous peoples have been notified of the commencement of the study through mailings/introductory meetings. A TRG meeting will be held in the next few months and two PICs will be held in December 2016. The formal TPAP commencement notice is currently scheduled for summer/fall of 2017. Prior to initiating the TPAP process, the Draft EPR will be submitted to MECP as well as to indigenous peoples and agencies for review. The project team is aware of MECP's timelines for review/commenting so the Draft EPR will be sent well in advance of formal TPAP commencement.</p> <p>An email was sent December 7, 2016 to the Special Project Officer with a link to the project website and the panels/information presented at PIC #1.</p> <p>A response email was sent December 14, 2016 to the Special Project Officer noting that the project team will discuss the schedule and notify MECP in 2017. At that time, the project team will submit a formal request to have the Draft EPR reviewed and possibly set up a meeting to discuss the project.</p> <p>An email was sent June 2, 2017 to the Special Project Officer with an update of the project's status. The TPAP commencement notification letter is planned for early 2018. The project team requested a meeting with MECP to discuss the project, findings, issues and opportunities, schedule, review time, etc.</p> <p>The meeting minutes from the meeting with MECP on June 27, 2017 were distributed on July 4, 2017.</p> <p>Correspondence took place with the Special Project Officer in August 2017 regarding the air quality impact assessment scope of work. MECP provided approval for the scope of work but noted that they will need to review the actual air quality assessment report when available.</p> <p>An email was sent from the project team to the Special Project Officer on November 8, 2017 with the updated project schedule. As per MECP's request, the project team notified MECP approximately one month in advance of the project team submitting draft reports, including the Draft EPR and specialized reports (including the Air Quality Impact Assessment, Noise and Vibration Impact Assessment, Contamination Overview Study, Groundwater Report and Drainage/Stormwater Management Report). It was noted that the project team plans to send these reports to MECP around December 15, 2017, after TRG Meeting #2. The project team requested that the Special Project Officer advise MECP's specialists regarding the review schedule.</p> <p>A response email was sent to the Special Project Officer on January 22, 2018 confirming that the revised schedule is acceptable. It was noted that the original TPAP Notice of Commencement date of February 6, 2018 is no longer accurate with the revised date unknown at this point. The Special Project Officer was sent a separate email with instructions on how to download the Draft EPR.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|--|---|
| | | <p>MECP’s comments on the Air Quality Impact Assessment and the Noise and Vibration Report.</p> <p>A response email was received from the Special Project Officer on March 2, 2018 confirming that the drainage/stormwater management requirements are the only outstanding comments on the Draft EPR. This section of the Draft EPR is currently being reviewed by MECP hydrologists. The Special Project Officer noted that, regarding the timeline for the Notice of Commencement of TPAP, there is nothing that prevents a proponent from issuing a Notice of Commencement for their project. However, due to the elections and the dissolution of the legislature at the call of the election (anticipated in May 2018), there may not be a government in place to make decisions for the project. Therefore, it was suggested not to issue any notice that will trigger a Minister’s review period until the end of the election. It was noted that this is not project specific and may have already been communicated to MTO senior management by Cabinet Office during session meetings. It was requested that the project team contact their council or the Cabinet Office with any questions/concerns.</p> <p>An email was received from the Special Project Officer on March 20, 2018 with comments on the stormwater management section of the Draft EPR.</p> | <p>The Draft EPR Air Quality Impact Assessment (Appendix J of the Draft EPR) was submitted to the Special Project Officer on January 30, 2018. A follow up email was sent from MTO on February 6, 2018 to ensure MECP staff had all the necessary documents for review of the Draft EPR, and asking the Special Project Officer to confirm they were able to obtain all necessary reports to complete an initial review. The project team asked for confirmation that comments would be received by February 28, 2018.</p> <p>Correspondence took place with the Special Project Officer in February 2018 regarding accessing the Draft EPR.</p> <p>An email was sent from MTO to the Special Project Officer on March 1, 2018 requesting MECP to confirm that they have no further/outstanding comments, questions or concerns regarding the Draft EPR, since the project team did not receive any further comments from MECP by the proposed extended deadline – February 29, 2018. It was noted that the project team plans to issue the Notice of Commencement of TPAP on March 28, 2018, beginning the 120-day review period at that time.</p> <p>An email was sent from MTO to the Special Project Officer on April 4, 2018 with the revised dates for the TPAP period.</p> <p>An email was sent to the Special Project Officer on April 23, 2018 with a copy of the Executive Summary from the Draft EPR, upon request from MECP.</p> <p>A response to MECP’s comments on the Draft EPR (including comments on the Air Quality Impact Assessment provided on February 12, 2018, the Noise and Vibration Report provided on February 12, 2018 and the stormwater management sections provided on March 20, 2018) was provided to the Special Project Officer on June 4, 2018 (including MECP’s comments, the project team responses, and any changes to the EPR document, if required). See Table 8.2 and Appendix A. The Special Project Officer was asked to review the responses and contact the project team with any additional questions, comments or concerns. It was noted that responses to all comments received from stakeholders have been sent to each individual agency. Additionally, responses to comments received from the public have been sent to the comment originator.</p> <p>Emails were sent to MECP on July 11 and July 17, 2018 requesting MECP to confirm the public reviewing locations for the Final EPR and MECP’s needs for hardcopies of the Final EPR document. The final TPAP schedule was also provided. MECP provided information on the review locations on July 17, 2018 as well as on the TPAP schedule. Comments were provided on the Notice of Completion of EPR. MECP confirmed on July 31, 2018 that MECP will require a hard copy of the final package (EPR and Appendices) as well as an electronic copy.</p> |
| CONSERVATION AUTHORITIES | | | |
| <p>Toronto and Region Conservation Authority</p> <ul style="list-style-type: none"> Senior Planner | <p>Initial contact letter sent on October 27, 2015.</p> | <p>Background data received via email on January 5, 2016.</p> <p>An email was received on October 16, 2016 confirming that the Senior Planner will</p> | <p>Toronto and Region Conservation Authority (TRCA) was kept informed throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---|---|
| | <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on April 3, 2017 with the project team and TRCA staff to discuss the project (meeting minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>be the TRCA designate for this project and all future correspondence/invitations should be sent to her.</p> <p>Background data (drainage/stormwater information) received March 8 and April 28, 2017.</p> <p>Correspondence took place in December 2017 prior to the TRG #2 meeting regarding TRCA attendance at the TRG #2 meeting.</p> | <p>The project contact list was updated throughout the study, as required.</p> <p>Upon request, the Draft EPR was uploaded for TRCA on December 18, 2017 and a copy of the TRG #2 presentation was also provided.</p> <p>TRCA provided comments on the Draft EPR on February 16 and March 12, 2018, and correspondence with TRCA took place between February and July 2018 regarding TRCA's comments on the Draft EPR. A response to TRCA's comments on the Draft EPR was provided on June 1, 2018 (including TRCA's comments, the project team responses, and any changes to the EPR document, if required). See Table 8.2 and Appendix A.</p> <p>Additional information (hydrology models and the revised Appendix C of the EPR: Drainage Report) was provided to TRCA in June and July 2018.</p> <p>An email was sent to TRCA on July 18, 2018 outlining the information provided to TRCA to date, providing further information on the TPAP schedule and requesting any additional comments from TRCA by July 27, 2018. An additional email was sent to TRCA on July 26, 2018 with a drawing showing the Rainbow Creek area. Emails were received from TRCA on July 18, July 27 and July 30, 2018 (along with a letter dated July 30, 2018) with their additional comments on the project team's response to TRCA's comments on the Draft EPR. TRCA noted that they will provide additional comments related to water resources, the models and the Drainage Report separately. TRCA requested one hard copy of mutually confirmed sections and one digital copy of the Final EPR. They noted that the Final EPR should be accompanied by a covering letter using the numbering scheme provided in TRCA's July 30, 2018 letter and identifying how TRCA's comments were addressed. The project team provided a response to TRCA's letter on August 7, 2018 and August 13, 2018. See Table 8.2 and Appendix A. Any additional comments provided by TRCA, after printing of this Environmental Project Report, will be responded to upon receipt and via email.</p> |
| <p>Credit Valley Conservation</p> <ul style="list-style-type: none"> Senior Manager, Planning Ecology Junior Regulations Officer | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> | <p>Background data received via email on January 26 and February 1, 2016.</p> <p>An email and the comment form were received from the Manager, Planning Ecology on November 9, 2015 providing updated contact information. It was noted that Credit Valley Conservation (CVC) would like to remain informed about the study's progress. It was noted that only a very small portion of the study area lies within CVC's jurisdiction as the easterly CVC boundary is just east of Hurontario Street. Their primary concern is stormwater management and potential impacts to Fletcher's Creek.</p> <p>An email was received on October 24, 2016 noting that there is only a very small portion of the study area with CVC's jurisdiction and, as a result, no staff from CVC will attend PIC #1. It was noted that CVC staff are happy to discuss any particular issues/concerns the project team may have.</p> <p>An email was received on January 26, 2018 noting that CVC has had the opportunity to review information related to the location of the proposed 407 Transitway. They noted that, based on their mapping, the location of the proposed development west of Hurontario Street and south of 407 ETR does not contain any floodplains,</p> | <p>CVC was kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>A response email was sent on November 9, 2015 noting that the project team recognized that CVC's boundary was very close to the study area and that CVC may have some concerns regarding Fletcher's Creek. It was confirmed that the Manager will be added to the contact list.</p> <p>A response email was sent on January 30, 2018 thanking CVC for providing input to the project and noting that CVC will be kept on the project contact list to be informed of any future correspondence regarding this project.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|--|--|--|
| | TPAP completion notification letters were sent concurrently with the release of this EPR. | watercourses, shorelines, wetlands, valley slopes or other environmental features of interest to CVC. Furthermore, the property is not subject to Ontario Regulation 160/06 (the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation) or to the policies of CVC at this time. | |
| MUNICIPALITIES | | | |
| <p>York Region</p> <ul style="list-style-type: none"> • CAO • Program Manager – Transportation Planning, Transportation & Infrastructure Planning Branch, Transportation Services • Transportation Technologist, Transportation and Community Planning • Chief Planner • Director, Community Planning and Development Services • Program Manager, Active and Sustainable Transportation, Transportation Services | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on September 19, 2016 with project team, Region of York, York Rapid Transit and City of Vaughan to introduce/discuss the project (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email was received on October 30, 2015 from the Program Manager, Transportation Planning noting that he would like to remain on the mailing list and be added to the TRG Committee on behalf of York Region Transportation Services.</p> <p>An email and the comment form were received from the Chief Planner at the Region of York on January 4, 2016 noting that the Chief Planner has no concerns about the study at this time, but wishes to remain informed about the study's progress.</p> <p>Background data was received from York Region in November and December 2015 and on January 15, 2016.</p> <p>Comments provided by the Project Manager, Transportation Services on the September 19, 2016 meeting minutes.</p> <p>An email was received from the Program Manager, Active and Sustainable Transportation on May 28, 2018 requesting to schedule a time to discuss the opportunity for a trail as part of the 407 Transitway project which York Region, Peel Region, City of Vaughan and TRCA are supportive of. A second email was received on May 29, 2018 asking for a contact at the Ministry of Municipal Affairs.</p> | <p>Staff at York Region were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>A response email was sent October 30, 2015 to the Program Manager, Transportation Planning confirming that he will be added to the TRG.</p> <p>The project team requested municipal stormwater information in August and October 2017.</p> <p>York Region Transportation Services provided comments on the Draft EPR on January 23, 2018. A response to York Region's comments on the Draft EPR was provided on May 16, 2018 (including York Region's comments, the project team responses, and any changes to the EPR document, if required). See Table 8.2 and Appendix A.</p> <p>A response email was sent May 28, 2018 to the Program Manager noting that MTO does not feel a meeting is required as this type of question has been raised many times (by all municipalities) and addressed throughout the project. MTO's position has not changed – a trail or active transportation network would be unsafe, would have to be fully grade-separated from the Transitway buses or light-rail vehicles and would require extended right-of-way limits. The right-of-way property limits for the sections already under EA approval have been accepted by all stakeholders and some land has already begun to be sold off as surplus provincial properties. It was noted that the standard 407 Transitway cross-section is designed for rapid transit usage only and trail/active transportation considerations are only being included at station sites. Additional lands cannot be protected outside of the completed/approved 407 Transitway sections as in some areas there isn't enough room. For these select locations, the 407 Transitway runningway has been designed on a reduced right-of-way due to constraints meaning a trail/path would be impossible even if it were considered compatible use within the 407 Transitway limits. The 407 Transitway is part of the larger Parkway Belt West Plan, which also includes the land required to build the 407 ETR, the utility corridor and the hydro corridor. The Program Manager was asked to direct questions to the Ministry of Municipal Affairs as they are the administrators of the Parkway Belt West Plan. It was noted that a simple consideration may be to implement a trail/path system throughout the hydro corridor (within the Parkway Belt West Plan lands), which runs parallel to the 407 ETR for its entire length, similar to the bike path that exists in the Finch Hydro Corridor within Toronto. A contact for the Ministry of Municipal Affairs/Ministry of Housing was provided in an email dated May 31, 2018.</p> |
| <p>City of Vaughan</p> <ul style="list-style-type: none"> • City Manager • Ward 2 Councillor | Initial contact letter sent on October 27, 2015. | An email and the comment form were received from the Ward 4 Councillor on November 18, 2015 noting that she is interested in receiving additional information about the study. | <p>Staff at the City of Vaughan were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| <ul style="list-style-type: none"> Ward 3 Councillor Ward 4 Councillor Commissioner of Planning Commissioner of Public Works Director, Development Engineering & Infrastructure Planning Services Planner, Policy Planning and Environmental Sustainability Development/Transportation Engineering Transportation Project Manager Cultural Heritage Coordinator, Development Planning Department | <p>Meeting took place on September 19, 2016 with project team, Region of York, York Rapid Transit and City of Vaughan to introduce/discuss the project (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email and the comment form were received from the Director, Development Engineering & Infrastructure Planning Services on December 2, 2015 noting that he has no concerns about the study at this time, but would like to remain informed about the study's progress.</p> <p>Planning and natural heritage data was received from a Planner at the City of Vaughan on December 23, 2015. It was noted that there is an OMB appeal that is currently undergoing a settlement process within the study area boundary (Appeal Number 9). This site is located to the northwest of the Highway 407/Highway 400 interchange. Additional data received in January and February 2016.</p> <p>Data received from the Planner, Policy Planning and Environmental Sustainability in September 2016 regarding the Region of York's Report on the West Vaughan Sewage System EA dealing with a recent EA Addendum.</p> <p>Comments provided by the Transportation Project Manager on the meeting minutes for the meeting held on September 19, 2016.</p> <p>Correspondence took place in October 2016 with the Transportation Project Manager regarding the location of PIC #1.</p> <p>The Cultural Heritage Coordinator confirmed in an email dated February 26, 2018 that Cultural Heritage staff at the City reviewed the Cultural Heritage Evaluation Report provided for CHL 1 -Humber River and are satisfied with the analysis and recommendations. They will file the report accordingly.</p> <p>An email was received on April 20, 2018 noting that the City Manager has changed and providing updated contact information.</p> | <p>The project team requested municipal stormwater information and additional information for water crossings H5 and H8 (i.e. subwatershed studies, culvert reports, site applications, subdivision reports and models for these reports) in September and October 2017.</p> <p>Correspondence took place with the Transportation Project Manager in January 2018 regarding ownership of a road within Vaughan's jurisdiction.</p> <p>An email providing the Cultural Heritage Evaluation Report completed for the one property located in the City of Vaughan (CHL 1 – Humber River) was sent to the Transportation Project Manager on February 12, 2018.</p> |
| <p>Peel Region</p> <ul style="list-style-type: none"> Principal Planner, Infrastructure Planning & Design, Transportation Division Manager, Transportation Systems Planning Principal Planner, Integrated Planning Division, Corporate Services Department Principal Planner, Infrastructure Planning and Design, Transportation Division, Public Works Principal Planner (A), Transportation System Planning Regional Chair Technical Analyst and Project Manager, Water and Wastewater Program Planning Project Manager, Waste Management, Infrastructure Development Capital Acquisition Agent, Real Estate Section Director, Integrated Planning, Public Works Director Transportation, Public Works | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on September 16, 2016 with project team, Region of Peel, City of Brampton and City of Mississauga to introduce/discuss the project (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on April 27, 2017 with the project team, Metrolinx, City of Mississauga and Region of Peel regarding the 407 Transitway alignment alternatives in the Hurontario Street area and impacts, potential Hurontario Street station concept layout and Hurontario area traffic (meeting presentation and minutes presented in Appendix A).</p> | <p>An email was received on November 2, 2015 from the Principal Planner, Transportation Division confirming that she will be the contact person at the Region of Peel for this study, and requesting to be added to the contact list. She asked that she be informed about the type of data the project team will be requesting so that she can inform the appropriate staff at Peel Region. The Principal Planner noted that the City of Brampton and City of Mississauga should be contacted separately.</p> <p>Background data/utility information was provided by the Region of Peel in November, 2015.</p> <p>Email correspondence took place in September 2016 regarding the project team's background data request including sanitary sewer information.</p> <p>Email correspondence took place in October 2016 regarding an appropriate PIC venue and a future meeting with the project team.</p> <p>Email correspondence took place in October 2016 regarding the TRG #1 meeting and the ridership forecasting methodology.</p> <p>Request for a copy of the PIC #1 panels from Peel Region staff at PIC #1.</p> | <p>Staff at Peel Region were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>A response email was sent December 7, 2016 to Peel Region staff with a link to the project website and the panels/information presented at PIC #1.</p> <p>A response email was sent April 5, 2017 to the Principal Planner, Integrated Planning Division providing clarification about the Bramalea/Torbarm station and the evaluation process. It was confirmed that once the preferred Transitway alignment and station locations have been determined, the preferred design will be shared with all stakeholders at PIC #2.</p> <p>Correspondence took place from August to October 2017 regarding municipal stormwater information and plan/profile information.</p> <p>Correspondence took place in December 2017 regarding a permanent access proposal received by Hydro One from Peel Region and a conflict with the Hurontario Street Station.</p> <p>A response email was sent to the Capital Acquisition Agent on January 17, 2018 with</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---|--|
| | <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email was received on April 3, 2017 from the Principal Planner, Integrated Planning Division noting that Region of Peel staff attended PIC #1 and had a question about the PIC boards. The Principal Planner inquired about the potential Bramalea GO station stop and the Bramalea/Torbram station and the alternative alignments in this area.</p> <p>An email was received on January 17, 2018 from the Capital Acquisition Agent, Real Estate Section at the Region regarding a 1200 m sanitary sewer with accompanying easements located along the westerly and southerly limits of the IO lands occupied by HONI at the southwest corner of Hurontario Street and 407 ETR. The 407 Transitway will have impacts to the Region's infrastructure and easement. The Region will require permanent access in order to operate and maintain this infrastructure over the short and long term. The Region currently has the immediate need to establish reliable vehicular access to these valve chambers to ensure the safe and effective operation of the sanitary sewer infrastructure. The Wastewater Group requested to review the Draft EPR in light of the access requirement so they can address their short and long term needs.</p> <p>An email was received on January 22, 2018 from the Technical Analyst, Water & Wasteway Program Planning noting that they will not be able to attend PIC #2. They requested a copy of the PIC boards to share with the water and wastewater staff at the Region of Peel to gather their comments. The Region would like to remain involved in the project.</p> <p>An email was received on January 24, 2018 from the Principal Planner (A) noting that Sabbir Saiyed has been the primary contact for the Region of Peel, but requesting to be included in the distribution list in any further communications.</p> | <p>a copy of the Draft EPR review notification email sent to the TRG members on December 15, 2017 and instructions on how to access the Draft EPR. A copy of the Hurontario Street Station drawings was also included.</p> <p>A response email was sent to the Technical Analyst, Water & Wasteway Program Planning on January 22, 2018 noting that a copy of the PIC #2 display boards will be placed on the project website during the week of January 29, 2018, and the project website was provided.</p> <p>A response email was sent on January 24, 2018 to the Principal Planner (A) noting that he will be added to the project mailing list.</p> <p>Peel Region provided comments on the Draft EPR on January 26, 2018 (including a letter dated January 23, 2018) and further correspondence took place with the Region regarding their comments from January to April 2018. A response letter was sent to the Region of Peel on April 11, 2018 in response to the Draft EPR letter dated January 23, 2018. The Region's concerns regarding the prioritization and alignment of the Bramalea Station, and how the 407 Transitway and the recommendation regarding the Bramalea GO Station aligns with the 407 Corridor Rail Freight Bypass were addressed. An additional response to Peel Region's comments on the Draft EPR was provided on May 16, 2018 (including the Region of Peel's comments, the project team responses, and any changes to the EPR document, if required). See Table 8.2 and Appendix A.</p> |
| <p>City of Brampton</p> <ul style="list-style-type: none"> • Regional Councillor Wards 7 & 8 • Regional Councillor Wards 3 & 4 • Mayor • Project Engineer, Capital Works • Project Engineer, Public Works • Senior Project Engineer • Manager, Infrastructure Planning, Public Work and Engineering • Director, Recreation • Director, Capital Works, Public Works and Engineering • Manager, LRT Implementation • Commissioner of Community Services • Chief of Planning and Development Services • Administrative Assistant to the Director, Capital Works Public Works & Engineering • Manager, LRT Implementation • Project Engineer, Infrastructure Planning, Public Works & Engineering • Director, Roads Maintenance and Operations • Director, Policy Planning • Manager, Parks Planning, Policy Planning Division, Planning and Development Services Department | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on September 16, 2016 with project team, Region of Peel, City of Brampton and City of Mississauga to introduce/discuss the project (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on March 8, 2017 with the project team and City of Brampton staff to discuss impacts to the soccer/cricket fields located east of Dixie Road (presentation and minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> | <p>An email and the comment form were received from the Acting CAO at the City of Brampton on November 30, 2015 noting that she will be commenting on the study and providing background information related to the study. The Acting CAO noted that she would like to receive project updates and will provide responses with input provided from City of Brampton staff and City Council.</p> <p>Cultural heritage information was provided by the City of Brampton on January 25, 2016.</p> <p>Comments provided by City staff on the meeting minutes for the meeting held on September 16, 2016.</p> <p>PIC #1 comment form submitted from the Project Engineer. The Project Engineer requested that the project team look into the need for a Transitway stop for the Bramalea Go Station. It was noted that parking may be dual use due to the Transitway and all day GO, and that this may cause an issue for residents. It was also noted that an EA is planned for Bramalea Road from Queen Street to the south city limit by the City of Brampton and that coordination with this project is requested. In addition, the Torbram Road EA has been completed from Queen Street to the south city limit and the Project Engineer requested that this be considered as part of this study. It was noted that Torbram Road has plans for two grade separation at the railroad tracks.</p> | <p>Staff at the City of Brampton were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>A response letter to the Project Engineer was sent on February 21, 2017 noting that at this stage of the project, a station facility at Bramalea Road has not yet been defined. It was confirmed that the project team will coordinate with the City of Brampton regarding the Bramalea Road EA and would like to be updated on the status of the EA. The project team will also contact the City as required to coordinate adequately integration between the two projects. The project team asked the City to contact the project team if a meeting is required to discuss these issues further.</p> <p>A response email to the Manager, Infrastructure Planning was sent on April 3, 2017 noting that the project team has determined that a station at Kennedy Road is not feasible due to various reasons. It was noted that the project team would like to further discuss current and future Zum service connections to the 407 Transitway at all stations that will be potentially serviced by Zum.</p> <p>An email providing the two Cultural Heritage Evaluation Reports prepared for two properties located in the City of Brampton (CHL 5 and CHL 7) was sent to the Project Engineer, Infrastructure planning on February 12, 2018. It was also noted that the property at 7324 Kennedy Road was included in the Cultural Heritage Resource Assessment (Appendix G of the EPR) as CHL 7 but was incorrectly identified as being</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---|---|
| <ul style="list-style-type: none"> Supervisor, Capital Park Construction Project Manager/Landscape Architect Special Projects Coordinator Real Estate Coordinator, Realty Services Senior Coordinator, Real Estate, Realty Services Heritage Planner | <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>Meeting took place on February 27, 2018 with the project team and City of Brampton staff to discuss their comments on the Draft EPR (minutes presented in Appendix A).</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>Correspondence took place in March and April 2017 after the meeting with City staff on March 8, 2017. Senior Leadership at the City will be attending the next meeting to discuss the Transitway alignment/Dixie Road station layout and impacts to the soccer/cricket fields.</p> <p>An email was received on March 30, 2017 from the Manager, Infrastructure Planning to inform the project team that the City has a future plan to introduce Zum bus service on Kennedy Road. In order to maintain improved transit connectivity and seamless transfer, it is appropriate to connect the Zum bus service to the 407 Transitway with a 407 Transitway station at Kennedy Road. This will also help maintain appropriate spacing between stations given that a station at Highway 410 is being eliminated. The City requested that a 407 Transitway station be added at Kennedy Road (either at the beginning of operations for the Transitway or to protect for a future station with the opportunity to add the station in the future when the Kennedy Road Zum line is operational).</p> <p>Correspondence took place with the Manager, Parks & Facility Planning Section in January 2018 regarding Brampton staff on the project contact list. The Manager confirmed that the project contact list contains a good cross section of affected people/departments.</p> <p>A response email was received from the Project Engineer, Infrastructure Planning on February 13, 2018 noting that the Cultural Heritage Evaluation Reports and Cultural Heritage Resource Assessment would be forwarded to the City's Heritage Planner.</p> <p>The Project Engineer, Infrastructure Planning provided a comment from the Manager, Transportation Planning via email on February 27, 2018 regarding the failure of the project team to acknowledge an active transportation facility in parallel with the Transitway. Provincial policy indicates that these types of project should be incorporating active transportation.</p> <p>Information regarding a land exchange east of the Dixie Road soccer fields was provided as requested by the project team on February 28, 2018.</p> <p>A phone call was received on April 19, 2018 from the Region providing updated contact information for the Chief of Planning and Development Services and the Commissioner of Community Services.</p> | <p>located at 7145 Kennedy Road. The Report has been updated accordingly with CHL 7 now identified as the property at 7324 Kennedy Road. The updated Report was also provided to the City.</p> <p>An email response was provided to the Project Engineer, Infrastructure Planning on February 28, 2017 noting that the additional comments regarding active transportation will be addressed in the project team's responses to the City's comments on the Draft EPR. It was noted that, as discussed at the meeting on February 27, 2018, active transportation is being incorporated at the stations. The Transitway runningway is not a "transportation project" where active transportation will be considered. No 400-series highway projects are considering active transportation, as it is the lower-class highways where active transportation is being investigated.</p> <p>The City of Brampton (including Brampton Transit) provided comments on the Draft EPR on January 23, 2018, January 26, 2018, January 30, 2018, January 31, 2018, and February 27, 2018), and further correspondence took place with City regarding their comments from February to March 2018. An initial email response to the Draft EPR comments was sent by MTO on January 23, 2018 confirming that the project team will address the City's comments formally and respond accordingly. There was some confusion about the City's comment regarding Transportation Special Projects. During the liaison meeting on November 16, 2017, it was communicated that the area bounded by Kennedy Road and Highway 410 south of the 407 ETR would not accommodate a 407 Transitway station, as the geomatics do not allow for platforms. MTO noted that these lands will be protected for environmental compensation, which may not preclude a future carpool lot at this location. However, a 407 Transitway station was never promised. Given the size and restrictions of these lands, the required geometry for the Transitway alignment, needs to incorporate a station platform and the location relative to the large station at Hurontario Street, the EPR is correct in assessing that a 407 Transitway station at Kennedy Road is not required. It was confirmed that showing the lands protected for environmental compensation is accurate and consistent with the November 16, 2017 meeting and with previous correspondence. An additional response to the City of Brampton's comments on the Draft EPR was provided on February 28, 2018 (including the City of Brampton's comments, the project team responses, and any changes to the EPR document, if required). See Table 8.2 and Appendix A.</p> <p>An email was sent to the Project Engineer, Infrastructure Planning on March 14, 2018 with the revised plate from the EPR (Chapter 5) showing the potential future interlining concept at Kennedy Road, as it will be shown in the final EPR.</p> <p>Meeting minutes from the February 27, 2018 meeting with the City of Brampton were provided on March 28, 2018.</p> <p>An email was sent to the Project Engineer, Infrastructure Planning on July 30, 2018 with archaeological information identified in the Stage 1 Archaeological Assessment that was requested from the City.</p> |
| <p>City of Mississauga</p> <ul style="list-style-type: none"> Mayor | <p>Initial contact letter sent on October 27, 2015.</p> | <p>An email and the comment form were received from the Transportation Planning Analyst on November 20, 2015 providing updated contact information and noting</p> | <p>Staff at the City of Mississauga were kept informed throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| <ul style="list-style-type: none"> Regional Councillor Ward 5 Transportation Planning Analyst, Transportation and Infrastructure Planning Commissioner of Planning and Building Commissioner of Transportation and Works Development Planner, Development and Design Department, Planning and Building Department City Planners, Transportation and Works Department Manager, Rapid Transit Project Leader, Transportation Planning Storm Drainage Technologist, Environmental Services Team, Transportation and Works Department Planner, Development North, Planning and Building Department, Development & Design Division | <p>Meeting took place on February 25, 2016 with project team, City of Mississauga and Metrolinx regarding the Hurontario Street area and the location of the HMLRT station and HuLRT MSF Yard (meeting minutes presented in Appendix A).</p> <p>Meeting took place on September 16, 2016 with project team, Region of Peel, City of Brampton and City of Mississauga to introduce/discuss the project (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on April 27, 2017 with the project team, Metrolinx, City of Mississauga and Region of Peel regarding the 407 Transitway alignment alternatives in the Hurontario Street area and impacts, potential Hurontario Street station concept layout and Hurontario area traffic (meeting presentation and minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>that the City of Mississauga would like to be kept apprised of this study and will provide comments as appropriate.</p> <p>Cultural heritage information was provided by the City of Mississauga on December 17, 2015.</p> <p>Correspondence took place with the Development Planner in February 2016 regarding the proposed Transitway in the vicinity of Hurontario Street.</p> <p>An email was received January 24, 2018 from the Planner, Planning and Building Department noting that the City has received a site plan application for a property in the vicinity of Hurontario Street. The application was submitted on December 14, 2017 and is being circulated for comments. A copy of the site plan drawing and overall master plan was provided.</p> <p>An email was received on January 29, 2018 from the Project Leader, Transportation Planning noting that he is in the Transportation Planning section of the City and received an email from the City's HuLRT team regarding the Draft EPR review. They originally had a representative from their section on the TRG stakeholder list but it appears he was removed from the list. As they have not had a chance to review the Draft EPR, they will defer to their staff from the Hurontario LRT team with any comments they may have. The Project Leader asked to be included on any future communications and reviews for this project.</p> <p>An email was received on April 27, 2018 from the Administrative Assisment, City Planning Strategies Department requesting that the project contact information for two City staff (Planner and Commissioner, Planning and Building) be updated.</p> | <p>The project contact list was updated throughout the study, as required.</p> <p>A response email was sent to the Transportation Planning Analyst on November 24, 2015 noting that the contact list was updated and that the Transportation Planning Analyst will be sent all future notices as the study progresses.</p> <p>Correspondence took place in October and November 2017 regarding municipal stormwater information and municipal stormwater infrastructure.</p> <p>A response email was sent on January 29, 2018 noting that the Project Leader, Transportation Planning will be added to the project contact list.</p> |
| <p>City of Toronto</p> <ul style="list-style-type: none"> City Clerk Ward 1 Councillor – Etobicoke York Project Manager, Infrastructure Planning, Transportation Infrastructure Management Director, Community Planning – Etobicoke York District Engineering Technologist Technician 3, Utility Mapping, Engineering & Construction Services | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on March 21, 2017 with project team and City of Toronto staff to discuss the project, the Highway 50 station site and the</p> | <p>The comment form was received via mail from the Director, Community Planning – Etobicoke York District on March 21, 2016 noting that he would like to obtain additional information about the study. City of Toronto staff expect to be contacted should the City of Toronto be affected by the 407 Transitway facilities. As the process proceeds, the City would like to ensure that appropriate buffering and mitigation form part of any review. Potential impacts to Steeles Avenue resulting from the proposed Transitway facilities, including the interchange terminal at Highway 427/407 ETR and the commuter parking lot on the northwest corner of Steeles Avenue/Highway 27 should be assessed/identified. The analysis should also include consideration for pedestrian/bicycle connections to future Transitway</p> | <p>Staff at the City of Toronto were kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>The Project Manager, Infrastructure Planning was added to the project contact list. The project team provided the TRG Meeting #1 presentation material via email on December 5, 2016. The project team provided the link to the project website and the panels/information presented at PIC #1 via email on December 14, 2016.</p> <p>Correspondence took place with the Project Manager, Infrastructure Planning from</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|---|--|
| | <p>potential heritage significance of the area around Codlin Crescent including the historic settlement of Claireville and associated buildings, and current land use in this area (materials and minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>facilities.</p> <p>Correspondence took place with the Project Manager, Infrastructure Planning in November and December 2016 regarding the project schedule and PIC #1. The Project Manager will be the one-window contact for the City of Toronto for this project. The Project Manager requested the TRG presentation material and the PIC #1 material.</p> <p>Meeting minutes were provided to the Project Manager, Infrastructure Planning on April 7, 2017 for the meeting held on March 21, 2017. Email received May 5, 2017 (after the March 21, 2017 meeting with City staff) noting that MTO will need to undertake a thorough analysis to justify the commuter parking supply at the Highway 50 station site. It was noted that the local councillor was interested in creating a gateway feature to the City of Toronto at the Highway 50/Steeles Avenue/Albion Road intersection and a large parking lot on developable lands is not desirable from the City's perspective. The City will be seeking to minimize the footprint for commuter parking including looking at alternatives (i.e. parking structure). In the original Parkway Belt West Plan (1998), the commuter parking was identified within the city owned lands along the south side of Steeles Avenue and on the north side of Steeles Avenue in the City of Vaughan. It was noted that the size of the lot continues to expand and is not completely located within the City of Toronto, impacting privately owned property. The City looks forward to obtaining the property ownership map and ongoing consultation concerning this study including parking supply and heritage matters.</p> <p>The Project Manager noted in emails dated December 8, 2017 that she would not be attending the TRG #2 meeting but looks forward to seeing the Draft EPR.</p> | <p>January to March 2017 regarding a meeting to be held with the project team and City of Toronto staff. Upon request, the Draft Preliminary Cultural Heritage Resource Assessment Existing Conditions Report was provided to the Project Manager, Infrastructure Planning on March 2, 2017.</p> <p>Correspondence took place in August, September and October 2017 regarding municipal stormwater information, municipal stormwater infrastructure, and culvert information in the vicinity of Highway 27 and Steeles Avenue West.</p> <p>Correspondence with the City of Toronto continued as required regarding the Highway 50 station site, parking supply and the heritage significance of this area. As requested by City staff, the project team sent via email on December 1 and December 8, 2017 maps of the Highway 50 Station area with the property ownership.</p> <p>An email providing the five Cultural Heritage Evaluation Reports completed for properties located in the City of Toronto (BHRs 15, 17, 19 and 21 and CHL 15) was sent to the Project Manager, Infrastructure Planning on February 9, 2018.</p> |
| FIRE, OPP, POLICE AND EMERGENCY SERVICES | | | |
| <p>York Regional Police</p> <ul style="list-style-type: none"> • Superintendent | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>York Regional Police was kept informed throughout the study.</p> |
| <p>York Region Public Health Services</p> <ul style="list-style-type: none"> • Medical Officer of Health | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>York Region Public Health Services was kept informed throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|---|---|
| City of Vaughan <ul style="list-style-type: none"> • Fire Chief | TPAP completion notification letters were sent concurrently with the release of this EPR. Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. The City of Vaughan Fire Chief was kept informed throughout the study. |
| Peel Regional Police <ul style="list-style-type: none"> • Chief of Police • Constable, Research and Development, Operational Planning and Resources • Constable, Specialized Asset/Rader, Lidar Coordinator, Road Safety Services | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email and the comment form were received from the Cst. Research and Development Division on January 28, 2016 noting that Peel Regional Police has no concerns about the study at this time, but wishes to remain informed about the study's progress. Correspondence can continue to be sent to the Chief of Police. An email was received on January 23, 2018 noting that all future notices regarding this project can be sent to the attention of the Specialized Asset/Radar, Lidar Coordinator (rather than the Chief of Police). | No issues or concerns identified. Peel Regional Police was kept informed throughout the study. A response email was sent on January 29, 2018 noting that the project contact list was updated and all future correspondence will be sent to the Specialized Asset/Radar, Lidar Coordinator. |
| Peel Regional Paramedic Services <ul style="list-style-type: none"> • Supervisor, Risk and Audit • Coodinator, Paramedic Standards | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email was received October 30, 2015 from the Supervisor, Risk and Audit noting that Peel Regional Paramedic Services' interest in the study and any subsequent construction or development is limited to being kept aware of any closures, detours or hazards that would limit or impede access to the area, or to those areas of the community that would require their response to traverse through the study/construction area. The Supervisor requested that Peel Regional Paramedic Services are advised well in advance so they can disseminate the information on alternate routes or anticipated delays. An email was received on April 26, 2018 from the Coordinator, Paramedic Services noting that their interest in the study and any subsequent construction or development is limited to being kept aware of any closures, detours or hazards that would limit or impede access to the area, or to those areas of the community that would require their response to traverse through the study/construction area. The Coordinator requested that Peel Regional Paramedic Services are advised well in advance so they can disseminate the information on alternate routes or anticipated delays. | Peel Regional Paramedic Services was kept informed throughout the study. Details on any closures, detours or hazards that might limit/impede access will be provided at a later time prior to construction. |
| City of Brampton <ul style="list-style-type: none"> • Fire Chief | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. | No comments/concerns received. | No issues or concerns identified. The City of Brampton Fire Chief was kept informed throughout the study. |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|--|--|
| City of Mississauga <ul style="list-style-type: none"> • Fire Chief | TPAP completion notification letters were sent concurrently with the release of this EPR. Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. The City of Mississauga Fire Chief was kept informed throughout the study. |
| Ontario Provincial Police <ul style="list-style-type: none"> • Highway 407 Detachment - Detachment Commander • A/Research Analysis | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | The comment form was received via fax from the Detachment Commander on November 10, 2015 providing updated contact information and noting that they have no concerns about the study at this time, but wish to remain informed about the study's progress. | No issues or concerns identified. OPP was kept informed throughout the study. The project contact list was updated. |
| Toronto Fire Services, West Command <ul style="list-style-type: none"> • Division Commander | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email and the comment form were received from the Division Commander on November 2, 2015 noting that Toronto Fire Services, West Command have no concerns about the study at this time, but wish to remain informed about the study's progress. | No issues or concerns identified. Toronto Fire Services was kept informed throughout the study. |
| Toronto Paramedic Services - Planning, Special Events and Emergency Management | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | The comment form was received from the Planning, Special Events and Emergency Management Division November 17, 2015 providing updated contact information, and noting that they have no concerns about the study at this time, but wish to remain informed about the study's progress. | No issues or concerns identified. Toronto Paramedic Services was kept informed throughout the study. The project contact list was updated. |
| Toronto Police Service, 23 Division <ul style="list-style-type: none"> • Superintendent | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. | The comment form was received via mail on November 2, 2015 noting that the Toronto Police Service has no concerns about the study at this time, but wish to remain informed about the study's progress. | No issues or concerns identified. Toronto Police Service was kept informed throughout the study. |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--------------------------------|---|
| | PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | | |
| SCHOOL BOARDS AND SCHOOL TRANSPORTATION SERVICES | | | |
| Conseil scolaire Viamonde <ul style="list-style-type: none"> Director of Education | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Conseil scolaire Viamonde was kept informed throughout the study. |
| Conseil scolaire de district catholique Centre-Sud <ul style="list-style-type: none"> Director of Education | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Conseil scolaire de district catholique Centre-Sud was kept informed throughout the study. |
| York Catholic District School Board <ul style="list-style-type: none"> Director of Education | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. York Catholic District School Board was kept informed throughout the study. |
| York Region District School Board <ul style="list-style-type: none"> Planner | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. | No comments/concerns received. | No issues or concerns identified. York Region District School Board was kept informed throughout the study. |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---|---|
| Peel Region District School Board <ul style="list-style-type: none"> Director of Education | TPAP completion notification letters were sent concurrently with the release of this EPR. Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Peel Region District School Board was kept informed throughout the study. |
| Dufferin-Peel Catholic District School Board <ul style="list-style-type: none"> Manager of Planning | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email and the comment form were received from the Manager of Planning on November 12, 2015 providing updated contact information. The Dufferin-Peel Catholic District School Board have no concerns about the study at this time, but wish to remain informed about the study's progress. | No issues or concerns identified. Dufferin-Peel Catholic District School Board was kept informed throughout the study. The project contact list was updated. |
| Toronto District School Board <ul style="list-style-type: none"> Director of Education | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Toronto District School Board was kept informed throughout the study. |
| Toronto Catholic District School Board <ul style="list-style-type: none"> Director of Education | Initial contact letter sent on October 27, 2015. | The comment form was received via fax from Planning and Development Services on November 3, 2015 noting that the Toronto Catholic District School Board has no concerns about the study and can be removed from the contact list. | No issues or concerns identified. The Toronto Catholic District School Board was removed from the contact list as requested and received no further correspondence after the initial contact letter. |
| TRANSPORTATION AND TRANSIT ORGANIZATIONS | | | |
| Greater Toronto Airport Authority <ul style="list-style-type: none"> Manager, Groundside Systems, Airport Planning and Technical Services Transportation Planner | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. | An email and the comment form were received from the Manager, Groundside Systems on November 20, 2015 noting that the Airport Planning Division of the Greater Toronto Airport Authority (GTAA) will be the contact for future correspondence and will coordinate comments from other departments of the organization appropriately. The GTAA is generally supportive of the proposed Transitway and does not have specific concerns at this time. However, as the project progresses, their primary interest will be to review plans associated with any new high mast lighting installations proposed along the Transitway, which may warrant a review by the GTAA's Land Use Planning group against their Airport zoning | GTAA was kept information throughout the study. A response email was sent to the Manager on November 24, 2015 confirming that the contact list was updated and that the Manager will receive all future correspondence regarding this study, and noting the GTAA's concerns. A response email was sent to the Transportation Planner on February 21, 2017 thanking him for attending PIC #1 and confirming that he will be added to the contact list and will be kept informed as the project progresses. |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|---|
| | <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>regulations to ensure compliance with height limits defined by aviation surfaces in order to maintain their integrity and ensure compatibility with airport operations. In addition, if part of the study, they would also like to review any plans/specifications of proposed electrical plants and structures associated with future Light Rail operation including any details on the expected overhead catenary system, electrical substation locations, and system voltage. These plans would be assessed against aviation Communication, Navigation and Surveillance Systems Zoning and Instrument Procedure minima. The GTAA would like the opportunity to review plans and provide comments related to the noted project elements before the detail design stage to ensure appropriate time for any concerns to be addressed by the GTAA and project team.</p> <p>An email was received December 9, 2016 from the Transportation Planner who attended PIC #1. He noted that the GTAA does not have any significant comments at this time. He requested that he be added to the mailing list and noted that there will likely be further correspondence as the project progresses.</p> | |
| <p>CN Rail</p> <ul style="list-style-type: none"> Public Works Design & Construction Manager, Public Works, Design and Construction, Eastern Canada Region | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on February 21, 2017 with project team and CNR regarding the potential Transitway alignment alternative within CNR's existing ROW in the area east of Martin Grove Road (minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>Correspondence took place with CNR before and after the meeting held on February 21, 2017 regarding the Transitway alignment alternative within CNR's existing ROW in the area east of Martin Grove Road.</p> <p>An email was received from CNR on May 10, 2017 noting that CNR's internal review of the Transitway alignment in CNR's existing ROW is on-going. They will have comments related to the existing embankment and the pressures that will be applied if building up the alignment. Also, the vertical clearance above the proposed tunnel at one location may not be sufficient to allow for the proper depth of cover. CNR confirmed that further information will be collected and provided shortly.</p> <p>A letter was received from CNR on December 8, 2017 (in addition to a phone conversation with the project team on October 20, 2017) noting that CN has reviewed the proposed 407 Transitway where the alignment is being considered to cross CN's right of way at two locations and run parallel to CN's tracks in the area between Martin Grove Road and Islington Avenue (see Appendix A). It was confirmed that, formally, CN does not support this alternative and recommends alternative solutions. The proposed parallel alignment results in a public transportation route being added to CN's property, restricts CN's ability to use the property for operations, and eliminates the potential for additional tracks. It also increases risk for both CN and the public. In addition, the proposed crossing beneath CN's tracks creates risk to CN's operations. Although trenchless technology is proposed for construction of the two structures, the size of the openings and the skewed crossing beneath the track bed create significant risk potential for track settlement and operational impacts. This segment of CN's track has significant rail traffic volumes, and disruption of the operation in this area can impact CN's entire network. Given this risk, CN confirmed that it does not support the alternative of the proposed Transitway crossing the tracks and a parallel operation.</p> | <p>CNR was kept informed throughout the study.</p> <p>Email sent to CNR on September 20, 2016 requesting information on CNR ROW boundaries in the area located between Martin Grove Road and Islington Avenue as well as any expansion plans in the area so this information can be used when evaluating the alternatives.</p> <p>Drawings of the alignment through the CNR ROW were provided to CNR in February, April, July and August 2017 for CNR's review/comments.</p> <p>The preferred alternative in the area between Martin Grove Road and Islington Avenue was carried forward based on CNR's response in the letter dated December 8, 2017 (see Appendix A). The runningway in this area will be located as close as possible to 407 ETR to avoid impacts to the ESA and ANSI in the vicinity of this location and to minimize impacts to the natural area/valleyland.</p> <p>CNR provided comments on the Draft EPR on January 25, 2018. A response to CNR's comments on the Draft EPR (including the CNR's comments, the project team responses, and any changes to the EPR document, if required), was provided on May 16, 2018. See Table 8.2 and Appendix A.</p> |
| <p>Canadian Pacific Railway, Head Office</p> <ul style="list-style-type: none"> Manager, Real Estate Ontario & Manitoba Manager, Public Works – Eastern Region Head Office | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> | <p>A response email was received from the Manager, Real Estate Manitoba & Ontario on April 18, 2018 noting that, upon viewing the project team's attachments in the April 17, 2018 email, it appears that CP's mainline operations may be affected by way of a new grade separation or bridge expansion, etc. A new contact at CP (Manager, Public Works) was provided.</p> | <p>CPR was kept informed throughout the study.</p> <p>Correspondence took place with CPR staff regarding permission to enter CPR property for the purposes of conducting environmental investigations throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|--|---|
| | <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email was received from the Manager, Public Works on April 19, 2018 noting that the project team is welcome to contact her with any questions or if involvement with CP is required during the EA phase. The Manager, Public works noted that she generally does not have much involvement until the project is approved and prepared to go to detail design. It was noted that CP has a formal notification process that MTO is aware of. Before the project begins detail design, MTO will notify the Manager, Public Works of the planned work and CP will assign a consultant to work with them on behalf of CP.</p> | <p>An email/ letter was sent to the Manager, Real Estate Manitoba & Ontario on April 17, 2018 notifying CPR of the commencement of the TPAP as well as identifying impacts to one property owned by CPR. A conceptual drawing showing the approximate property impact was included in the letter.</p> <p>An email was sent to the Manager, Public Works on April 18, 2018 asking her to contact the project team if any further information is required or if she has questions about the 407 Transitway.</p> <p>An email was sent to the Manager, Public Works on April 23, 2018 noting that the Manager has been added to the project contact list and will receive all future correspondence for this project.</p> |
| <p>Metrolinx/Hurontario LRT Rapid Transit/ GO-Transit/Aecom</p> <ul style="list-style-type: none"> • Senior Advisor, Strategic Policy & Systems Plan • Senior Project Manager, Hurontario LRT, Capital Projects Group • Senior Planning Officer • Manager, Environmental Programs • Co-op Student • Manager, Hurontario LRT Rapid Transit, Capital Projects Group • Manager, Project Policy and Delivery, Hurontario LRT Project • Chief Planning Officer Planning and Policy • Transportation Planning Analyst, GO Planning | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on February 25, 2016 with project team, City of Mississauga and Metrolinx regarding the Hurontario Street area and the location of the HMLRT station and HuLRT MSF Yard (meeting minutes presented in Appendix A).</p> <p>Meeting took place on August 4, 2016 with the project team, Metrolinx, Hydro One, IO and Aecom to further discuss the 407 Transitway alignments/potential station locations in the Hurontario Street area as well as the HMLRT station and the HuLRT MSF Yard (meeting minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on April 27, 2017 with the project team, Metrolinx, City of Mississauga and Region of Peel regarding the 407 Transitway alignment alternatives in the Hurontario Street area and impacts, potential Hurontario Street station concept layout and Hurontario area traffic (meeting presentation and minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> | <p>Background data was provided by Metrolinx on November 5, 2015.</p> <p>Correspondence took place in March and May 2016 after the meeting on February 25, 2016 noting that Metrolinx is supportive of locating the Transitway station further south in proximity to the LRT stop at Topflight Drive. Information was provided on the TPAP-EPR for the Hurontario LRT with construction start in 2018. It was noted that Metrolinx has AECOM as their technical advisor who will be coordinating all stakeholder's input into the AFP documents.</p> <p>Correspondence took place in August and September 2016 between Metrolinx and the project team after the meeting on August 4, 2016 regarding the 407 Transitway, the maintenance road, and comments on the meeting minutes. Letter sent to MTO on August 29, 2016 from the Manager, Project Policy and Delivery HuLRT Project, noting that MTO has expressed concerns regarding conflict with the location of the proposed Hurontario LRT Maintenance and and Storage Facility (MSF) and its impacts on the proposed 407 Transitway station access and design, due to shared running along Topflight Drive, the crossing of Edwards Boulevard and the future extension of Edwards Boulevard, if required. The MSF is to be located on the MTO-owned Parkway Belt West lands. They noted that in order for the MSF to proceed, the property needs to be transferred to Metrolinx. Metrolinx is committed to working with MTO in order to ensure that MTO will have access to Topflight Drive, Edwards Boulevard, the Hurontario MSF Yard, and the 407 Transitway station as required should this site be identified as part of the 407 Transitway project.</p> <p>An email was received on November 14, 2016 from Metrolinx thanking MTO for bringing them to the TRG meeting on November 3, 2016. They are committed to working with the project team to facilitate the connectivity and integration between the Hurontario LRT and the future Transitway. Metrolinx appreciates the project team's efforts in bringing the Hurontario Street station further south and closer to the LRT Stop at Topflight Drive. They requested that alternative 2 be removed from further consideration as it runs through lands designated for their OMSF as per the approved EPR. Metrolinx advised the project team to coordinate work with the requirements of the proposed freight by-pass.</p> | <p>Metrolinx/Hurontario LRT Rapid Transit/GO-Transit was kept informed throughout the study.</p> <p>Response email sent May 9, 2016 confirming the status of the 407 Transitway project. It was confirmed that the project team would keep Metrolinx informed as the study progresses and will discuss potential timing for a meeting with the HuLRT team.</p> <p>Response letter sent September 15, 2016 to the Manager, Project Policy and Delivery confirming receipt of their letter dated August 29, 2016 and meeting minutes (dated August 4, 2016) containing Metrolinx's commitment to work with MTO to ensure the 407 Transitway will be able to access its future site via Topflight Drive and Edwards Boulevard on the east side of Hurontario Street, south of 407 ETR. These documents provide MTO with a commitment that Metrolinx's Hurontario LRT MSF yard access will not interfere with the 407 Transitway station access. MTO noted that the Ministry will continue to work with Metrolinx throughout the 407 Transitway project to ensure both projects proceed as required.</p> <p>Correspondence was held with Metrolinx prior to the meeting with the project team on April 27, 2017 regarding the alignment layouts/plans.</p> <p>Metrolinx (GO Planning) provided comments on the Draft EPR on January 8, 2018, and Metrolinx (Hurontario LRT) provided comments (including a letter) on the Draft EPR on January 26, 2018. A response to Metrolinx's comments on the Draft EPR (including the Metrolinx's comments, the project team responses, and any changes to the EPR document, if required) was provided on May 16, 2018. See Table 8.2 and Appendix A.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| | <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | | |
| <p>York Region Rapid Transit Corporation</p> <ul style="list-style-type: none"> • Chief Engineer • Senior Project Manager | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017 to York Region.</p> <p>Draft EPR review notification/email sent on December 15, 2017 to York Region.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>See comments from York Region/York Region Transit/VIVA. An email was received from the Chief Engineer on November 10, 2015 noting that the Program Manager, Transportation Manager, Transportation Planning, York Region will coordinate all York Region and York Region Rapid Transit Corporation input into the project.</p> | <p>York Region Rapid Transit Corporation was kept informed throughout the study. York Region to coordinate all York Region and York Region Rapid Transit Corporation input into the project. See correspondence for York Region above.</p> |
| <p>York Region Transit/VIVA</p> <ul style="list-style-type: none"> • Manager, Service Planning, YRT/VIVA • Service Planner, YRT/VIVA • Program Manager, Transit Planning | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on September 19, 2016 with project team, Region of York, York Rapid Transit and City of Vaughan (presentation and minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> | <p>Background data provided by York Region/YRT/VIVA staff in December 2015 regarding planned expansion, route plans, preference of off-street vs. in-station bus loops, station facility requirements and capacity requirements at each station.</p> <p>Comments provided by the Service Planner on the September 19, 2016 meeting minutes. The Service Planner noted that York Region Transit is interested in knowing how many bus bays will be incorporated at the Highway 50 station as they are interested in a future terminal in this area to allow for integration between York Region Transit/VIVA, Brampton Transit, 407 Transitway service, and future Highway 427 Transitway service. Information about York Region Transit/VIVA service along Weston Road was provided.</p> | <p>York Region Transit/VIVA were kept informed throughout the study.</p> <p>See correspondence for York Region above.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---|--|
| <p>Highway 407 ETR Consortium/ 407 ETR Concession Company Limited</p> <ul style="list-style-type: none"> • Manager, Highway Services Engineer • Vice President – Traffic, Pricing & Planning • Vice President, Highway and Tolling Operations | <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>Meeting took place on March 22, 2018 with project team and 407 ETR (minutes presented in Appendix A).</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>The comment form was received on November 20, 2015 updating contact information for the 407 ETR Consortium and noting that the study area is 407 land which has been leased to 407 ETR under their Concession Ground Lease Agreement. It was noted that the study must respect and follow the Agreement.</p> | <p>The Highway 407 ETR Consortium/407 ETR Concession Company Limited was kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>The study respected and adhered to the Concession Ground Lease Agreement. An email was sent to staff at 407 ETR on October 12, 2017 regarding obtaining the stormwater management/hydraulic report, channel design drawings and geomorphology assessment for the watercourse realignment adjacent to the 407 ETR head office property. In addition, the project team requested as-built drawings of the new 407 ETR direct 407 access ramp and bridge to ensure there are no impacts.</p> <p>407 ETR provided comments on the Draft EPR on January 26, 2018, and further correspondence took place between the project team and 407 ETR staff from February to June 2018 regarding their Draft EPR comments. Preliminary responses to 407 ETR's comments on the Draft EPR were provided to 407 ETR on March 19, 2018 prior to the meeting held on March 22, 2018. See Table 8.2 and Appendix A. Meeting minutes for the meeting held on March 22, 2018 were provided to 407 ETR on April 4, 2018. Revised station layouts for the Highway 27 and Highway 50 stations were provided to 407 ETR on April 27, 2018 based on 407 ETR's comments on the Draft EPR. The project team asked 407 ETR to review the revised station layouts and provide any questions/concerns. The project team also asked if 407 ETR had reviewed their structure/foundations drawings in relation to the proposed design, and requested foundations drawings. The project team noted that once the structure/foundation drawings have been reviewed, the Draft EPR comment response table will be updated.</p> <p>A final response to 407 ETR's comments on the Draft EPR were provided to 407 ETR on May 16, 2018. See Table 8.2 and Appendix A. Correspondence took place in May 2018 between the project team and 407 ETR regarding the plan showing the revised alignment of the new structure near Highway 50 and a potential conflict with the toll site. An email was sent to 407 ETR on June 15, 2018 confirming that the ramp (in the vicinity of the Highway 50 bridge and the toll site on the 407W-427N/S) would affect the ETR toll site east of Highway 50. However, this ramp alignment is not part of the 407 Transitway project and was completed by MTO's Planning and Design office as part of the 427 Transitway EA from Highway 7 to south of 407 ETR. A drawing showing the Highway 50 station plate to be included in the final EPR has been revised to include a note in this regard and was provided to 407 ETR.</p> |
| <p>Brampton Transit</p> <ul style="list-style-type: none"> • Manager, Service Development • Project Leader • Strategic Planner, Service Development | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> | <p>An email and the comment form were received from the Manager, Service Development at Brampton Transit on October 30, 2015 providing updated contact information. The Manager confirmed that Brampton Transit is very interested in the study, as their services will connect to the stations and they could also see their buses operating in a section of the Transitway.</p> <p>Utility information was provided from Brampton Zum on November 23, 2015.</p> | <p>Brampton Transit was kept informed throughout the study.</p> <p>The project contact list was updated throughout the study, as required.</p> <p>See correspondence for the City of Brampton above.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| | <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | | |
| <p>Mississauga Rapid Transit (MiWay), Transportation and Works Department</p> <ul style="list-style-type: none"> • Transit Priority Project Lead | <p>Initial contact letter sent (to Transportation and Works Department) on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent (to Transportation and Works Department) on October 6, 2016.</p> <p>PIC #1 invitation letter sent (to Transportation and Works Department) on November 18, 2016.</p> <p>TRG #2 meeting invitation email sent (to Transportation and Works Department) on November 20, 2017.</p> <p>Draft EPR review notification/email sent (to Transportation and Works Department) on December 15, 2017.</p> <p>PIC #2 invitation letter sent (to Transportation and Works Department) on January 5, 2018.</p> <p>TPAP commencement notification letter sent (to Transportation and Works Department) on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email was received from the Transit Priority Project Lead, Transportation & Works Department, Transit Division on May 2, 2018 noting that they 407 Transitway study was brought to the attention of MiWay through the Notice of Commencement of TPAP placed in the <i>Mississauga News</i>. It was requested that two MiWay staff members be added to the project contact list. The Transit Priority Project Lead asked if the project team could advise if MiWay had previously been contacted with regards to the study, whether the City of Mississauga is a stakeholder for this project, and who at the City has been the project contact. A follow-up email was received on May 3, 2018 noting that, as MiWay was not included in any of the project correspondence, they would like to request a meeting with the project team to obtain background information regarding the study and to discuss any comments/concerns MiWay may have.</p> <p>An email was received from the Transit Priority Project Lead on May 23, 2018 noting that, upon review of the Draft EPR, MiWay agrees that there is no need for a meeting with the project team. A memo was provided with MiWay's comments on the Draft EPR.</p> | <p>The project contact list was updated throughout the study, as required.</p> <p>An email response was sent to the Transit Priority Project Lead on May 2, 2018 with the requested information regarding City of Mississauga staff contacted throughout the study (including staff at the City's Transportation and Works Department) and correspondence that has taken place throughout the study with the City of Mississauga. Details on access to the Draft EPR were also provided. A follow-up email was sent on May 3, 2018 noting that many other people/departments at the City of Mississauga were circulated the project information throughout the study and no City staff had raised the issue that MiWay representatives should be contacted directly, as it was assumed the project information throughout was sent to the appropriate City staff/departments and representatives who attended meetings and PICs were accurate. The project website was provided for background information. It was noted that, once implemented, the 407 Transitway will be available to be used by GO Transit and local transit authorities including MiWay. The project team requested that MiWay undertake an expedited review of the Draft EPR and provide comments as soon as possible. After that time, a meeting can be arranged with the project team if there are still outstanding comments and/or concerns. Instructions on how to access the Draft EPR documents were provided.</p> <p>A response email was sent on May 23, 2018 thanking MiWay for their comments on the Draft EPR and noting that the project team will review the comments and provide responses/updates to them accordingly.</p> <p>MiWay provided comments on the Draft EPR on May 23, 2018. A response to MiWay's comments on the Draft EPR was provided on June 1, 2018 (including MiWay's comments, the project team responses, and any changes to the EPR document, if required), and further correspondence regarding the conceptual station layouts took place in June 2018. MiWay confirmed on June 12, 2018 that they have no further comments. See Table 8.2 and Appendix A.</p> |
| <p>Toronto Transit Commission</p> <ul style="list-style-type: none"> • Senior Transportation Planner, Strategy and Service Planning Department • Service Planning | <p>Initial contact letter sent on October 27, 2015.</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> | <p>An email and the comment form were received from the Senior Transportation Planner on November 11, 2015 (in response to the initial contact letter and data request) providing updated contact information and noting that the Senior Transportation Planner will be the Toronto Transit Commission (TTC) contact/representative for this study. She would like to be kept informed about the study's progress. The Senior Transportation Planner noted that as most of the project occurs outside of the City of Toronto, they expect that the TTC's</p> | <p>The TTC was kept informed throughout the study.</p> <p>Initial data request sent via email November 3, 2015.</p> <p>Email response sent November 15, 2015 to the Senior Transportation Planner thanking her for the information provided and confirming that she will be added to the contact list.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|--|--|
| | <p>TRG #2 meeting invitation email sent on November 20, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>requirements will be limited to the potential station site located in the Steeles/Highway 50/Highway 427 area. She noted that the TTC provided comments earlier in 2015 to the EA for the 427 Transitway from Highway 7 to Highway 407 and that the TTC's requirements for this station on the 407 Transitway would be the same in order to serve customers in the area and plan for future demand (i.e., the roadways leading to the Highway 407 Station Bus Loop be designed to allow the TTC to terminate up to two local bus routes at the Bus Loop (one coming from and going to the east on Steeles Avenue West, and one coming from and going to the south from Albion Road); and, that the Highway 407 Station Bus Loop be designed with two dedicated TTC platforms/bus bays to accommodate the customers of these two local bus routes). The Senior Transportation Planner would like to be kept informed about the study's progress, and would like the opportunity to review the station design as it is developed.</p> | |
| INTEREST GROUPS | | | |
| Ontario Nature | Herpetofauna data request sent from the project team on November 20, 105. | Data received on November 23 and 24, 2015. | No further correspondence required. |
| <p>Etobicoke Historical Society</p> <ul style="list-style-type: none"> Chief Historian | <p>The project team requested cultural heritage information from the Etobicoke Historical Society in the vicinity of Codlin Crescent in the City of Toronto.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email was received on October 31, 2017 from the Etobicoke Historical Society with cultural heritage information and photos for the Codlin Crescent area, and a request for further information about the project.</p> <p>An email was received from the Chief Historian on January 5, 2018 (after receipt of the invitation letter to PIC #2). The Chief Historian noted that she is unable to attend PIC #2 but would still like further information about this study. She asked for project team contact information. A follow-up email was received from the Chief Historian on January 10, 2018 noting that she would look for the information posted on the website following the PICs and will then send any comments she has.</p> | <p>The project team provided further information about the project in an email dated November 6, 2017.</p> <p>A response email was sent to the Chief Historian on January 10, 2018 providing the project team contact information and noting that the information produced as part of this study is available on the project website. The information/boards that will be shown at PIC #2 will be uploaded to the project website after the PICs.</p> |
| Brampton Board of Trade | <p>Notice of PIC #2 sent on January 10, 2018.</p> <p>Notice of Commencement of TPAP sent on April 17, 2018.</p> <p>Notice of Completion of EPR sent concurrently with the release of this EPR.</p> | <p>An email was received from a volunteer on the Brampton Board of Trade's Policy & Government Relations Committee and his role is to keep the Board abreast of transit projects in the Brampton area. He hopes to attend PIC #2 in Brampton and is curious about the status of the Transitway project in light of the Metrolinx Regional Transportation Plan published late last year which listed the project as a 'Project beyond 2041' that was therefore not included in Metrolinx's Regional Transportation Plan maps. The volunteer requested that the project team explain the discrepancy.</p> | <p>A response email was sent on January 10, 2018 noting that the draft Regional Transportation Plan (RTP) by Metrolinx was released to the public before Metrolinx sought information from MTO regarding the 407 Transitway project. MTO has since provided comments to Metrolinx with the understanding that information regarding the 407 Transitway is to be included in the finalized RTP. The Notice of PIC #2 was provided.</p> |
| UTILITIES | | | |
| <p>Hydro One Networks Inc.</p> <ul style="list-style-type: none"> Manager, Transmission Line Sustainment Investment Planning Senior Real Estate Coordinator Secondary Land Use, Transmission Management Hydro One Real Estate Management Network Management Engineer, Secondary Land Use, Asset Optimization, Strategy and Integrated Planning Network Management Officer, Secondary Land Use | <p>Initial contact letter sent on October 27, 2015.</p> <p>Meeting took place on August 4, 2016 with the project team, Metrolinx, Hydro One, IO and Aecom to discuss the 407 Transitway alignments/potential station locations in the Hurontario Street area as well as the HMLRT station and the HuLRT MSF Yard (meeting minutes presented in Appendix A).</p> <p>TRG #1 meeting invitation email sent on October 6, 2016.</p> | <p>Emails were received on November 4 and 26, 2015 from the Transmission Asset Management group in response to the project team's initial contact letter and data request for utility information. Hydro One confirmed that they have high voltage transmission facilities within the study area. At this time, they do not have enough information to provide meaningful input regarding the impacts the project may have on Hydro One infrastructure. As a result, their response does not constitute approval for the plans and is being sent to inform the project team that Hydro One must be consulted during the project. The transmission corridor may have provisions for future lines or already contain secondary land uses (i.e., pipelines, water mains, parking, etc.) that must be taken into consideration during planning. Hydro One requested that appropriate lead-time in the project schedule be allowed in the event that the proposed development impacts Hydro One infrastructure to the extent that</p> | <p>Hydro One Networks Inc. was kept informed throughout the study.</p> <p>Response emails sent to the Transmission Asset Management group on November 4, 2015 and December 8, 2015 noting that the project is in the early stages and there are no plans to share with Hydro One yet. The project team requested a map of the hydro corridor limits and any planned expansions so this can be taken into consideration during the planning phase. It is the project team's goal to minimize impacts on Hydro One infrastructure and to do so, the project team requires a better definition of the hydro corridor limits. The project team provided more detailed maps for Hydro One's reference with information on the Hydro One areas that the Transitway may affect. It was requested that Hydro One provide information on expansion plans and tower clearances, as well as confirmation that the limits of the</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--------|---|--|---|
| | <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>Meeting took place on May 9, 2017 with the project team, Hydro One and IO to discuss the 407 Transitway alignment alternatives within the hydro corridor (presentation and meeting minutes presented in Appendix A).</p> <p>TRG #2 meeting invitation email sent on October 19, 2017.</p> <p>Draft EPR review notification/email sent on December 15, 2017.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>it would require modifications to the infrastructure. Hydro One noted that developments should not reduce line clearances or limit access to Hydro One facilities at any time in the study area, and that any construction activities must maintain the electrical clearance from transmission line conductors specified in the <i>Ontario Health and Safety Act</i> for the respective line voltage. The integrity of structure foundations must be maintained at all times with no disturbances of earth around poles, guy wires and tower footings. No grading, excavating, filling or other civil work may take place close to the structures. When more details regarding the study are known and it has been determined that the project will affect Hydro One facilities including ROWs, the plans must be submitted to the Hydro One Real Estate Management. 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 increased efforts to maintain their facilities.</p> <p>Emails were received on November 5, 2015 and January 8, 2016 with a map of the existing Hydro One high voltage transmission assets within/adjacent to the study area. The comments are preliminary only. They asked to be contacted again when more detailed design information is known so Hydro One can comment further. It was confirmed that the Hydro One limits that the project team mapped are correct, and that there are Hydro One high voltage transmission facilities within the boundary of the study area. They require detailed designs on engineering drawings to provide technical comments/approvals. It was requested that once more details are known and it is established that Hydro One facilities will be impacted, the project team submit the plans to Real Estate Management department at Hydro One.</p> <p>Data request for utility information received in January and February 2016.</p> <p>Correspondence took place in September 2016 after the meeting on August 4, 2016 with the Senior Real Estate Coordinator. Hydro One confirmed that they are planning a future 230kV line along the south limit of their corridor which would conflict with the alignment options along the south end of the hydro corridor. The Senior Real Estate Coordinator confirmed that he is the contact at Hydro One for any proposed works on the hydro corridor in this vicinity. Hydro One must be involved in the review for anything proposed within their corridor (especially considering the on-going discussions with Metrolinx for their LRT MSF site). Follow up email on September 13, 2016 noting that current plans are for the new Hurontario/Milton 230kV lines in the early 2020s although there is no current documentation to share at this time. Hydro One is generally fine as long as MTO keeps clear of the Hydro One easement lands. They requested that MTO provide concept plans for Hydro One review for potential conflicts with the proposed transmission lines.</p> <p>Correspondence took place in May 2017 after the May 9, 2017 meeting with the project team and Hydro One. Hydro One provided information regarding Hydro One's technical requirements to provide guidance when preparing the plans for Hydro One's review.</p> <p>Correspondence continued from August to December 2017 and further information on the drawings submitted was requested (i.e. usage of the transit corridor, typical cross sections, construction procedures, structures and station details). Hydro One requested preliminary details about constructing methods. The project team noted</p> | <p>hydro corridor are accurate.</p> <p>Response email sent September 6, 2016 requesting a digital copy of the 230kV lines being planned along the south and north limit of the hydro corridor in the vicinity of Hurontario Street as well as EA documentation for these lines to aid in the evaluation of the alternatives for the 407 Transitway. MTO requested data from Hydro One including the near term and future plans in digital format.</p> <p>Drawings submitted in August and October 2017 to the Senior Real Estate Coordinator highlighting the proposed 407 Transitway impacts to the hydro corridor for review by Hydro One. Hard copies were also sent.</p> <p>An email was sent to Region of Peel staff on December 5, 2017 in response to the Senior Real Estate Coordinator's email on December 1, 2017 regarding an access proposal recently received from Peel Region. The project team requested a copy of the report to better understand the potential conflict.</p> <p>Correspondence took place with the Senior Real Estate Coordinator in December 2017. Hydro One requested the drawings submitted to Hydro One also be submitted to IO. The project team provided a link to the original package/drawings submitted to Hydro One in October 2017 to IO.</p> <p>Correspondence took place with the Senior Real Estate Coordinator regarding access to the Draft EPR in December 2017.</p> <p>Response emails were sent to the Network Management Engineer and the Network Management Officer on April 11, 2018 and May 10, 2018 noting that the 407 Transitway project team has been corresponding with various representatives from Hydro One throughout the study, and several meetings have taken place with Hydro One staff. In addition, representatives from Hydro One have participated in the Technical Resource Group for this project. It was confirmed that drawings outlining the proposed 407 Transitway impacts to the Hydro One corridor were submitted to Rick Schatz (Senior Real Estate Coordinator) for review/comment in the summer and fall of 2017. The Draft EPR for this project was also made available for review to all Technical Resource Group members (including Rick Schatz and Gian Minichini at Hydro One) on December 15, 2017. It was confirmed that the project team will continue to correspond with Hydro One throughout the study and will ensure that the Network Management Engineer and the Network Management Officer remain on the project contact list to receive notification of the formal commencement of the 120-day Transit Project Assessment Process (TPAP) period for the 407 Transitway, and of the release of the Final EPR (to inform them of opportunities to review the Report).</p> <p>Hydro One provided comments on the Draft EPR on January 11, 2018 (including a preliminary technical review of five drawings affecting Hydro One infrastructure in the Pine Valley Drive area, Weston Road area, Goreway Drive area, Hurontario Street area, and Dixie Road area), and further correspondence took place with Hydro One regarding their comments on the Draft EPR from January to July 2018. Hydro One noted that in an email dated January 12, 2018 that their comments were based on the drawings in the Draft EPR which showed a BRT alignment. An LRT alignment</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|---|--|
| | | <p>that details of excavation and support methods will be addressed in the detail design phase to be developed shortly before construction. A commitment can be added to the EPR noting that the contractor shall consult and get approval from Hydro One regarding the support methods being proposed, and the distance of the edge of cut to the nearest tower footing.</p> <p>An email was received on December 1, 2017 from the Senior Real Estate Coordinator noting that the Hurontario Street Station proposal is conflicting with a permanent access proposal Hydro One received recently from the Region of Peel. The Region would like a contact person to discuss the 407 Transitway project with. The Senior Real Estate Coordinator asked if the project team could suggest the appropriate person to handle this enquiry. The Senior Real Estate Coordinator provided a sketch from the Region showing the proposed driveway access which is partially along HONI's existing driveway access to Hydro One' Transformer site. The issue Hydro One has is that IO won't grant a permanent easement to the Region now that they know the Transitway will ultimately impact this access road.</p> <p>Emails were received from the Network Management Engineer and the Network Management Officer on January 12 and May 8, 2018. Hydro One confirmed that they have high voltage transmission facilities within the study area. At this time, they do not have enough information to provide meaningful input regarding the impacts the project may have on Hydro One infrastructure. As a result, their response does not constitute approval for the plans and is being sent to inform the project team that Hydro One must be consulted during the project. The transmission corridor may have provisions for future lines or already contain secondary land uses (i.e., pipelines, water mains, parking, etc.) that must be taken into consideration during planning. Hydro One requested that appropriate lead-time in the project schedule be allowed in the event that the proposed development impacts Hydro One infrastructure to the extent that it would require modifications to the infrastructure. Hydro One noted that developments should not reduce line clearances or limit access to Hydro One facilities at any time in the study area, and that any construction activities must maintain the electrical clearance from transmission line conductors specified in the <i>Ontario Health and Safety Act</i> for the respective line voltage. The integrity of structure foundations must be maintained at all times with no disturbances of earth around poles, guy wires and tower footings. No grading, excavating, filling or other civil work may take place close to the structures. When more details regarding the study are known and it has been determined that the project will affect Hydro One facilities including ROWs, the plans must be submitted to the Hydro One Real Estate Management. 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 increased efforts to maintain their facilities.</p> | <p>could pose additional clearance concerns and possible other electrical issues. A response to Hydro One's comments on the Draft EPR (and the five drawings affecting Hydro One infrastructure) was provided on January 26, 2018 in addition to a revised drawing package and the grading drawings (hardcopies provided on February 9, 2018). See Table 8.2 and Appendix A. The project team asked that Hydro One advise whether they are satisfied with the responses or if they would like to arrange a meeting with the project team. The project team sent an email to Hydro One on April 19, 2018 requesting Hydro One's illumination requirements/standards.</p> <p>Hydro One provided additional comments on the Draft EPR on June 5, 2018 (including a second technical review of five drawings affecting Hydro One infrastructure in the Pine Valley Drive area, Weston Road area, Goreway Drive area, Hurontario Street area, and Dixie Road area). A response to Hydro One's second set of comments on the Draft EPR (and the five drawings affecting Hydro One infrastructure) was provided on July 3 and July 6, 2018 (including responses to both Hydro One's January 11 and June 5, 2018 comments). Drawings for the revised Goreway Drive and Dixie Road stations were also provided to Hydro One, as well a draft version of the information to be added to Chapter 10, Table 10.1 of the final EPR. See Table 8.2 and Appendix A. An email was received from Hydro One on July 19, 2018 with some requested revisions to the commitments and a response email was provided by the study team on July 26, 2018 with the final commitments to be included in the Final EPR. An email was received from Hydro One on August 7, 2018 noting that the formatting of the response is fine but that the language in the second paragraph should be revised to 'may be required'. A response email was provided from the project team on August 7, 2018 confirming that the wording in the response will be revised as requested.</p> |
| <p>Enbridge Pipe Line</p> <ul style="list-style-type: none"> Assistant ROW Analyst | <p>Initial contact letter sent on October 27, 2015.</p> <p>PIC #1 invitation letter sent on November 18, 2016.</p> <p>PIC #2 invitation letter sent on January 5, 2018.</p> <p>TPAP commencement notification letter sent on April 17, 2018.</p> | <p>Email received June 2, 2016 in response to the project team's data request for utility information. Enbridge noted that they cannot provide as-laid information and information regarding the depth of cover of infrastructure to third parties. Test holes will need to be performed to determine the actual Enbridge infrastructure depth.</p> <p>Data request for utility information was received in April 2017. The information provided is for general locates only. The detail design package must be submitted for Enbridge's review.</p> | <p>No issues or concerns identified.</p> <p>Enbridge Pipe Line was kept informed throughout the study.</p> |

TABLE 8.1: SUMMARY OF CONTACTS WITH EXTERNAL AGENCIES/STAKEHOLDERS DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|--|---|--|
| | TPAP completion notification letters were sent concurrently with the release of this EPR. | | |
| Rogers Cable <ul style="list-style-type: none"> Team Manager, Planning Department | Initial contact letter sent on October 27, 2015. | The comment form was received on November 23, 2015 noting that Rogers Cable has no concerns about the study and can be removed from the contact list. | As requested, Rogers Cable was removed from the contact list. No further correspondence with Rogers Cable took place after the initial contact letter. |
| Bell Canada/Telecon <ul style="list-style-type: none"> Implementation Manager | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | Correspondence took place in January 2016 regarding the project team's data request for utility information. Bell confirmed that they do not provide plan and profile information, and if depths are required test pits should be completed as well as locates. Some utility data was provided in January 2016. | No issues or concerns identified. Bell Canada was kept informed throughout the study. |
| Power Stream Inc. <ul style="list-style-type: none"> Manager, System Planning | Initial contact letter sent on October 27, 2015. PIC #1 invitation letter sent on November 18, 2016. PIC #2 invitation letter sent on January 5, 2018. TPAP commencement notification letter sent on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Power Stream Inc. was kept informed throughout the study. |
| Allstream | Data request for utility information sent in January 2016. | Correspondence took place in January 2016 regarding the project team's data request for utility information. Allstream confirmed that they can only mark up drawings sent to them of the area potentially impacted. An email was received on February 2, 2016 noting that Allstream does have a plant in the area indicated in the project team's submission. No objections were made although a standard clearance must be maintained. | No issues or concerns identified. |
| FSM Management Group Inc. | Data request for utility information sent in January 2016. | Email received January 15, 2016 noting that there are no PIFCC jet fuel pipelines in the area around Torbram Road. If the design moves further southeast along Torbram Road, PIFCC locates must be contacted again. | No further correspondence with FSM Management Group Inc. required. |

*In addition to the correspondence in **Table 8.1**, various agencies were contacted to obtain the required permissions to enter/license agreements for the environmental field investigations.

8.3.1. Technical Advisory/Resource Group (TRG)

A Technical Advisory/Resource Group (TRG) was formed to provide technical expertise and strategic input to the project team during the project. TRG members were required to review material prior to and/or after the various meetings in order to provide effective input. Agendas, presentations (including the use of visual aids to illustrate project design features) and hand-outs (maps, drawings/figures) were prepared and provided at/before each meeting, and meeting minutes were circulated to all members after the meeting. The TRG members met at key project milestones providing comments on the technical reports and draft EPR for this project.

The TRG is comprised of members of the project team (MTO, Parsons, IBI and LGL) and representatives from the following agencies:

| | |
|---|---|
| Metrolinx/HuLRT/GO Transit; | Infrastructure Ontario; |
| Toronto Transit Commission; | Toronto and Region Conservation Authority; |
| Brampton Transit (Zum); | Credit Valley Conservation; |
| York Region Rapid Transit Corporation (via York Region); | Peel Region; |
| York Region Transit/VIVA; | York Region; |
| Hydro One Networks Inc.; | City of Brampton; |
| CN Rail; | City of Mississauga (including Transportation and Works Dept.); |
| Highway 407 ETR Consortium/407 ETR Concession Company Ltd.; | City of Vaughan; |
| Ministry of Municipal Affairs/Ministry of Housing; | City of Toronto; |
| | Ministry of Natural Resources and Forestry (TRG 2); and, |
| | Ministry of Environment, Conservation and Parks (TRG 2) |

The first TRG meeting was held on November 3, 2016. A presentation was made by the project team and all members were encouraged to provide comments and ask questions. The presentation included the following information: an introduction to the study and a description of the 407 Transitway; study objectives; tentative schedule; ridership and service concept; environmental existing conditions; alternative evaluation process; planning alternatives; and, next steps.

The second TRG meeting was held on December 8, 2017. At this meeting TRG members were provided with an update of the study progress providing key findings and any changes to the Transitway configuration presented at the first TRG meeting. Details were provided on the preferred alignment and station locations and the submission of the Draft EPR. Next steps were presented.

Members of the TRG were provided with access to the Draft EPR for review and comment on December 15, 2017. In addition, a detailed letter was provided to MNRF on December 12, 2017 regarding the Draft EPR and the results of the natural sciences assessment. On January 23, 2018, members of the TRG were provided with a reminder of the due date for comments on the Draft EPR (January 26, 2018). Comments/responses on the Draft EPR were received from York Region, Peel Region, City of Brampton, MiWay, Metrolinx (GO Planning and HuLRT), CNR, 407 ETR, Hydro One, Infrastructure Ontario, TRCA, CVC, MNRF, and MECP.

Table 8.2 present the comments received from members of the TRG on the Draft EPR as well as the project team's responses including the updates to be included in the Final EPR.

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|-------------------------|------------------|-------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| YR-1 | York Region, Steve Mota | January 23, 2018 | N/A | Highway 50 Station: Vehicular access to the station is proposed from Steeles Avenue. Since Steeles Avenue is under the jurisdiction of the City of Toronto, the proposed station access will require approval from Toronto. | Noted. Access to Highway 50 Station will require approval from the City of Toronto prior to implementation, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. Note that the City of Toronto was consulted throughout the duration of the Study and was invited to the Transportation Resource Group (TRG) and Public Information Centres (PICs) as a project Stakeholder member. | The following commitment under “Transportation – Station Design” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: <i>“The station facility concept layouts and design, as well as detailed requirements for any proposed modifications to municipal roads to allow access to the station facilities will be discussed and reviewed with the corresponding municipalities and transit agencies, during detailed site plan development, prior to the implementation phase.”</i> |
| YR-2 | York Region, Steve Mota | January 23, 2018 | N/A | Highway 50 Station: There are existing bus stops at the Hwy 50/Steeles Avenue intersection. A sidewalk or multi-use path should be included along the north side of Steeles to provide access between the Hwy 50 transit stops and the 407 Transitway Station, in the event that some local transit services do not enter the 407 Transitway station site. | Noted. Notes regarding multiuse paths and/or pedestrian walkways have been added in the EPR. | A note has been added in all station layout drawings included in Chapter 5 – Final Project Description, reading: <i>“Adequate active transportation connectivity between existing bus stops and the 407 Transitway station facilities will be discussed and coordinated with the corresponding municipalities and transit agencies, prior to the implementation phase.”</i> |
| YR-3 | York Region, Steve Mota | January 23, 2018 | N/A | Highway 27 Station: Vehicular access to the station is proposed from Steeles Avenue which will require approval from Toronto. | Noted. Access to Highway 27 Station will require approval from the City of Toronto prior to implementation, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. Note that the City of Toronto was consulted throughout the duration of the Study and was invited to the Transportation Resource Group (TRG) and Public Information Centres (PICs) as a project Stakeholder member. | Please refer to “Proposed Changes to the EPR” as described in comment YR-1 . |
| YR-4 | York Region, Steve Mota | January 23, 2018 | N/A | Highway 27 Station: There are existing bus stops at the Hwy 27/Steeles intersection. A sidewalk or multi-use path should be constructed along the north side of Steeles Avenue and along the west side of Highway 27 to provide access between the transit stops and the 407 Transitway Station, in the event that some local transit services do not enter the 407 Transitway station site. | Noted. Notes regarding multiuse paths and/or pedestrian walkways have been added in the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment YR-2 . |
| YR-5 | York Region, Steve Mota | January 23, 2018 | N/A | Pine Valley Station: Two accesses to the station are proposed: a signalized access on Pine Valley Drive, and a right-in/right-out access on Islington Avenue. Pine Valley Drive and Islington Avenue are under the jurisdiction of York Region. The proposed station accesses will require York Region approval. | Noted. Accesses to Pine Valley Station will require approval from York Region prior to implementation as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment YR-1 . |
| YR-6 | York Region, Steve Mota | January 23, 2018 | N/A | Pine Valley Station: The Pine Valley Drive access is located opposite the existing signalized Galcat Drive intersection. Staff have no objection in principal to the access location. Detailed requirements for any modifications to the traffic signals, construction of a right-turn lane, extension of the existing left-turn lane storage, improvements to pedestrian and cycling access, or | Noted. Detailed requirements for any modifications to Pine Valley Drive will be discussed with York Region and determined during detailed site plan development, prior to implementation, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment YR-1 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|---------------------|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | other improvements required for the Pine Valley Station will be determined during detailed site plan development. | | |
| YR-7 | York Region, Steve Mota | January 23, 2018 | N/A | Pine Valley Station: While a full-moves signalized access was considered on Islington Avenue, the draft EPR indicates that there is limited space available to widen the roadway given the bridge over Highway 407 to the north and the CN/CP railway overpass to the south, and further that the required auxiliary lanes for a signalized access cannot be accommodated within the available right-of-way. Therefore, the draft EPR proposes a right-in/right-out access to Islington Avenue. York Region does not support the proposed right-in/right-out access to Islington Avenue. Construction of a centre median is not practical at this location, and therefore, left turns cannot be reasonably controlled. Access to Islington Avenue may be reconsidered during the site plan development stage if an acceptable access design can be achieved. An emergency vehicle only access from Islington Avenue may also be an option. | Noted. Access to Islington Avenue may be reconsidered during the site plan development stage, assuming an acceptable access design to York Region can be achieved, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment YR-1 . |
| MXP-1 | Metrolinx Planning, Michael Batt | January 8, 2018 | N/A | Similar to the Mississauga Transitway, stations should be built directly adjacent the main cross-street. This allows busy local transit services to stay on-street while providing a convenient transfer opportunity. Forcing buses to come into the loop will add significant delays to through-riders on the local transit services; while forcing transferring customers to walk long distances will reduce ridership. | Noted. Prior to implementation, local transit service requirements, such as the inclusion of on-street bus stops in addition to the bus loop, will be discussed and reviewed with the corresponding Municipalities and Transit Agencies, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under “Transportation – Station Design” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: “The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion.” |
| MXP-2 | Metrolinx Planning, Michael Batt | January 8, 2018 | N/A | Why is there no connection between the transitway and Bramalea Road, given the proximity to Bramalea GO Station which is a major hub for both GO service and Brampton Transit? | Interlining has been proposed at Bramalea Road to service the Brampton GO Station and Bramalea City Centre. Chapter 4 – Identification of Alternatives and Evaluation Process, Section “Segment C.2: West of Tomken Road to East of Torbram Road – Bramalea Road Area” of the EPR details the four alignment alternatives which were considered at this location. As shown in the evaluation conducted in Table 4.4D, the ridership study conducted (as described in EPR Chapter 2 – Transportation Needs) did not indicate significant ridership to justify the negative factors of directly servicing the Bramalea GO station, such as high-cost of crossing Highway 407 ETR twice, alignment geometry challenges due to existing infrastructure, travel time penalties for a longer alignment, private property impacts etc. Additionally, the ridership study showed higher ridership demand from Bramalea City Centre, rather than the GO station, which is better captured through the | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|----------------------------------|------------------|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | interlining opportunity as it allows service to both the City Centre and the GO Station. This interlining connection is illustrated in Chapter 4 – Identification of Alternatives and Evaluation Process, Section “Segment C.2: West of Tomken Road to East of Torbram Road – Bramalea Road Area”, Figure 4.7C of the EPR. | |
| MXP-3 | Metrolinx Planning, Michael Batt | January 8, 2018 | N/A | Has the study team had discussions with the groups working on the freight by-pass? Given current commitments by the province, the freight by-pass will likely be built first, but I can’t find anything that mentions this. | During the Pre-TPAP phase, MTO 407 Transitway Project Team has had discussions with Metrolinx Environmental Programs and Assessment office and have mutually agreed to include a paragraph regarding the future freight by-pass study. | Text stated under Chapter 6 – Impact Assessment, Mitigation and Monitoring, Section 6.2.3 of the EPR has been added to read: “During the Pre-TPAP stage of the project, Metrolinx informed MTO in a meeting transpired in February 7th, 2018, that it will be preparing a future EA for the separation of passenger and freight rail services on the GO Transit Kitchener rail corridor. The EA will review alternatives, including those identified in previous Metrolinx feasibility studies. These alternatives include alignments running parallel to and within the Highway 407 Parkway Belt West Plan corridor. Metrolinx and MTO 407 Transitway project teams will coordinate efforts and continue dialogue as both projects progress.” |
| MXP-4 | Metrolinx Planning, Michael Batt | January 8, 2018 | N/A | As mentioned in the Dec. 8 meeting, GO will use the new Hurontario facility once it is constructed and the current Park & Ride will be closed as it occupies part of the land required for the alignment of the Transitway. • Should GO require more space in the interim (pre-transitway), we may wish to construct an expansion of the Hurontario Park & Ride either at the current location or use the land where the Hurontario Transitway station is proposed, if available. | Metrolinx can further discuss with IO and Hydro One the feasibility of expanding the existing GO Park & Ride located east of Hurontario Street. Alternatively, Metrolinx could also further discuss with IO, Hydro One, and MTO if it wishes to pursue a GO Park & Ride facility on the future Hurontario Station site located west of Hurontario Street, in advance of 407 Transitway implementation. | No change to the EPR. |
| CN-1 | CN Rail, Michael Vallins | January 25, 2018 | N/A | Crossing over Tracks east of Tobram Road – This proposed overhead crossing is near the junction of two track corridors. CN’s Halton Subdivision and Metrolinx’s Weston Subdivision. The proposed structure must, at a minimum, meet CN’s clearance requirements and appropriate crash wall protection for overhead structures. Further, a sightline study will be required during final design to ensure sightlines for track signal infrastructure are not impacted by the proposed structure. For clarification, both CN and Metrolinx train crews require clear sightlines to the signal structures to ensure safe train operation. Results of the sightline study may require increase clearance requirements. | Noted. The design of all grade separations at rail crossings will ensure all infrastructure, operations and safety requirements, and design guidelines and standards are met as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under “Existing Infrastructure” in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: “The design of rail crossing grade separations will follow the established design guidelines and standards, including sightline and clearance, to ensure all infrastructure, operations, and safety requirements are met. The final design and proposed constructability of these structures will be consulted and coordinated with the corresponding railway agencies during the implementation phase.” |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------------------------|------------------|-----------------------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| CN-2 | CN Rail, Michael Vallins | January 25, 2018 | N/A | CN Track to Brampton Intermodal Terminal (east of Airport Road) – Proposed construction method to go beneath tracks must ensure no impact to CN operations. No settlement permitted. Tracks are fully utilized 24 hours a day/ 7 days a week for operations. | Noted. At railway under-crossings, a tunneling construction method will be applied to avoid disruption to rail operations during construction, as indicated in “Chapter 5 – Preferred Alternative” of the EPR. A commitment in Chapter 10, Table 10.1 has been added in reference to railway grade separations. | Please refer to “Proposed Changes to the EPR” as described in comment CN-1. |
| CN-3 | CN Rail, Michael Vallins | January 25, 2018 | N/A | Rainbow Creek Valley – CN’s comments presented in the December 8, 2017 letter remain unchanged. | Noted. The alignment alternative located within the CN right of way along the Rainbow Creek Valley area has not been carried forward as indicated in “Chapter 4 – Identification of Alternatives and Evaluation Process” of the EPR. | No change to the EPR. |
| ETR-1 | 407 ETR, Ray Bacquie | January 26, 2018 | Chapter 6, Table 6.7/ Other | Traffic and Revenue Impacts: The concession agreement between 407 ETR and the province of Ontario has protections against disruptions to operations and revenue, such that compensation will be provided to 407 ETR for impacts to toll revenue. This should be acknowledged in the EA document to ensure appropriate construction staging measures are planned and adequate financial compensation to 407 ETR is made available as necessary for implementation. We suggest that Table 6.7 and/or other relevant sections of the EPR be updated. | Noted. This is addressed in Chapter 10 – Commitments rather than in Chapter 6 – Impact Assessment, Mitigation, and Monitoring. Prior to implementation, construction staging measures planned and any required financial compensation to 407 ETR will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under “Existing Infrastructure” – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: “Prior to implementation, construction staging measures planned and any required financial compensation to 407 ETR will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario.” |
| ETR-2 | 407 ETR, Ray Bacquie | January 26, 2018 | | 407 ETR Lands: The proposed alignment of the Transitway between Highway 27 and Pine Valley Drive is different than the alignment shown in the 1998 Transitway Corridor Protection Study. The EPR proposes an alignment that extends into the Highway 407 lands and immediately adjacent to Highway 407 ETR. It is unclear from the plan the relative grade differential, the separation and clear zone provided and potential construction and maintenance requirements and operational impacts to 407 ETR. It is also unclear how the proposed alignment may impact a potential Kipling Avenue interchange currently under study. We require a better understanding of the proposed configuration in order to determine if this design is acceptable to 407 ETR. | The 407 Transitway Alignments shown in the Corridor Protection Study (CPS) conducted in 1998 were based on a high-level assessment of property and land availability, which did not include environmental considerations, detailed base-mapping, Transitway Design Standards, etc. As a result of the detailed field investigations, environmental assessment, and stakeholder consultation conducted during the current TPAP assignment, the alignment shown in the CPS through this area was determined to be not feasible, as it would require the realigning of Rainbow Creek which is not acceptable environmentally. Chapter 4 – Identification of Alternatives and Evaluation Process, section “Segment G: East of Martin Grove Road to West of Islington Avenue” provides a summary of the alignment alternatives evaluated and justification for the selected alternative. The only way to avoid major effects to Rainbow Creek was to locate the runningway as close as possible to 407 ETR infrastructure. The attached Figures 01 and 02 include the runningway plan and cross-sections. Note that the cross-sections include the estimated 100-year floodplain level through the Humber Valley/Rainbow Creek area. This highlights the impacts of shifting the 407 Transitway alignment south to the Rainbow Creek floodplain (cyan line in attached Figure 02). | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|----------------------|------------------|---------------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | <p>Regarding the Kipling Avenue Interchange, it is the Project Team understanding that the Final Report of a Feasibility Study conducted in 2017 has not yet been completed. Preliminary layouts of the potential interchange alternatives show impacts to the proposed 407 Transitway seeking TPAP approval. This issue was discussed in a project meeting held on March 22nd, 2018 meeting at the 407 ETR offices.</p> <p>*Full size drawings of these two figures are included in Appendix A under "407 ETR".</p> | |
| ETR-3 | 407 ETR, Ray Bacquie | January 26, 2018 | Appendix Q Plate 26 | 407 ETR Lands: Appendix Q plate 26 indicates provincial area north of Steeles Avenue west of Steinway for the Highway 27 Station. We believe that this land is 407 ETR land attributable to our site operations. | Noted. The EPR has been updated accordingly. | The revised Highway 27 station layout (Plate S-6A) has been updated in Chapter 5 – Final Project Description. |
| ETR-4 | 407 ETR, Ray Bacquie | January 26, 2018 | Appendix Q Plate 23 | 407 ETR Lands: Appendix Q plate 23 indicates a proposed structure over Highway 407 ETR connecting the 427 transitway to the Highway 50 station. The alignment of the structure is over our | Noted. The proposed alignment/structure over Highway 407 ETR connecting the 427 Transitway to the Highway 50 station has been adjusted to match the EA Approved alignment shown in the 427 | The revised Highway 50 station layout (Plate S-5A) has been updated in Chapter 5 – Final Project Description. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|----------------------|------------------|------------------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | Highway 27 toll gantry detection area. The Transitway project may need to relocate this structure or relocate the 407 ETR gantry to an acceptable location to avoid interference with tolling operations. | Transitway EA which does not conflict with 407 ETR's existing gantry. | |
| ETR-5 | 407 ETR, Ray Bacquie | January 26, 2018 | Chapter 5, Section 5.3 | Transitway Structures: Section 5.3 of the EPR addresses proposed structures. Documentation of the EPR should clarify the ownership and operating and maintenance responsibilities of all structures. 407 ETR will not be the owner of the structures or be responsible for maintenance and operations. | Noted. Future ownership and operating and maintenance responsibilities of all structures for the 407 Transitway is unknown. Prior to implementation, ownership and operating and maintenance responsibilities of all structures will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under "Existing Infrastructure" – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: "Prior to implementation, ownership and operating and maintenance responsibilities of all structures will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario." |
| ETR-6 | 407 ETR, Ray Bacquie | January 26, 2018 | | Transitway Structures: In the interest of enhanced safety, consistency of the roadway, and driver experience on Highway 407 ETR, the enhanced clear zone and abutment setbacks should be consistent with the existing Highway 407 ETR design. During the design and construction of Highway 407 ETR Central and the 407 east and west expansions, the Ministry directed 407 ETR to follow an enhanced setback of the abutment offset requirement for bridge structures over 407 mainline, it is our opinion that the Transitway structures should also be built in accordance with this enhanced safety standard (please see attached Ministry letter dated June 16, 2000). | Noted. This EPR section of 407 Transitway is aligned entirely on the south side of 407 ETR. Therefore, the Transitway does not cross the 407 ETR core lanes. A commitment has been included for other impacted 407 ETR infrastructure. Prior to implementation, enhanced clear zone and abutment setbacks and Highway 407 ETR design requirements will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under "Existing Infrastructure" – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: "Prior to implementation, enhanced clear zone and abutment setbacks and Highway 407 ETR design requirements will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario." |
| ETR-7 | 407 ETR, Ray Bacquie | January 26, 2018 | N/A | General Comments: The 407 ETR will reserve comments regarding the drainage, storm water management plan, structures crossings of the 407 ETR, utility relocation, traffic impact mitigation, and construction staging during detailed design. It will need to be proven to 407 ETR's satisfaction that the proposed transitway facilities will not adversely affect with the 407 ETR's safety, maintenance, or operation of the highway. | Noted. Prior to implementation, the drainage, storm water management plan, structures crossings of the 407 ETR, utility relocation, traffic impact mitigation, and construction staging will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under "Existing Infrastructure" – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: "Prior to implementation, the drainage, storm water management plan, structures crossings of the 407 ETR, utility relocation, traffic impact mitigation, and construction staging will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario." |
| ETR-8 | 407 ETR, Ray Bacquie | January 26, 2018 | N/A | General Comments: The EPR document should provide clarification on ownership, operation and maintenance responsibilities related to all transitway infrastructure, including but not limited to structures, tunnel crossings, storm water ponds, pavement surfaces, utilities, etc. | Noted. Prior to implementation, clarification on ownership, operation, and maintenance responsibilities related to all transitway infrastructure will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario, as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under "Existing Infrastructure" – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: "Prior to implementation, clarification on ownership, operation, and maintenance responsibilities related to all transitway infrastructure will be discussed and reviewed with 407 ETR, as per the concession agreement between 407 ETR and the province of Ontario." |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|-----------------------------------|------------------|---|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| ETR-9 | 407 ETR, Ray Bacquie | January 26, 2018 | N/A | General Comments: Given the issues noted above, we suggest a meeting between the MTO, the 407 Transitway project team and 407 ETR. We are happy to arrange a meeting at your convenience prior to our final comments for inclusion into the completion of the design and final Environmental Project Report. | Noted. A meeting was arranged between 407 ETR and MTO/Parsons Consultant Team. The meeting occurred on March 22nd, 2018 at the 407 ETR offices. | No change in EPR. |
| MXH-1 | Metrolinx HuLRT, Javier Mena-Diep | January 26, 2018 | Chapter 2, Transportation Needs, Page 2-3 | This section describes the transit operators that provide service in the Study Area. The Hurontario LRT Project is listed under MiWay. Because the LRT will be operated and maintained independent of MiWay operations, the Hurontario LRT Project should be described in its own separate subsection similar to the descriptions of GO Transit, YRT/VIVA, TTC, Brampton/ZÜM and MiWay. The manner in which the Hurontario LRT appears in the text presents the LRT as a subordinate to MiWay when in reality it will be its own higher-order transit service. | Noted. Chapter 2 – Transportation Needs, Section 2.2.2. of the EPR has been modified identifying the HuLRT as its own higher-order transit service. | Text stated under Chapter 2 – Transportation Needs, Section 2.2.2.2. of the EPR has been modified to read: “hurontario light rail transit (LRT) The future Hurontario Light Rail Transit (HuLRT) service will be managed and operated by a separate entity. The HuLRT is a surface light rail service being designed in a dedicated right of way along the median of Hurontario Street being designed and built by Metrolinx, together with the City of Mississauga and the City of Brampton. The 20 km., 22 stops line from Port Credit GO Station in Mississauga to the Brampton Gateway Terminal at Steeles Avenue will drive economic growth, reduce transit travel and connection times, and improving quality of life in the community. The HuLRT will connect to GO Transit’s Milton and Lakeshore West rail lines, GO buses, Mi Way, Brampton Transit, Brampton Züm, the Mississauga Transitway and future 407 Transitway. Metrolinx is currently in the design/build stage of the Hurontario LRT.” |
| MXH-2 | Metrolinx HuLRT, Javier Mena-Diep | January 26, 2018 | Chapter 5, Project Description, General | The graphics in Chapter 5 appear to depict that the conceptual design of the 407 Transitway has been developed to avoid conflict with the Hurontario LRT Project. Given that implementation of the LRT will commence well in advance of the 407 Transitway, confirmation of the transitway geometry must be made early in the preliminary design phase of the 407 Transitway project to assure Project Stakeholders that the 407 Transitway will indeed have no effect upon the LRT mainline, LRT connecting track and the LRT Operations, Maintenance and Storage Facility (OMSF). Likewise, attention must be given to the construction methods for the grade separation of the 407 Transitway at Hurontario Street to confirm the statement on Page 5-2 that construction of the 407 Transitway will not disrupt LRT service. Once construction of the LRT has begun or LRT operations have commenced, there will be no opportunity to disrupt LRT service. | The 407 Transitway TPAP was conducted based on the runningway footprint resulting from the preliminary alignment design which included actual horizontal and vertical geometry, grading, etc. as illustrated in Chapter 5 – Preferred Alternative, Plate S – 1A of the EPR. Throughout the 407 Transitway TPAP, MTO and Metrolinx have had several meetings and discussions regarding the two facilities. The 407 Transitway alignment was designed avoiding conflicts with the HuLRT OMSF, mainline, connecting track, and maintenance road, as per the latest design received from Metrolinx on November 3rd, 2017. Tunneling constructability will be assessed in detail prior to design/construction/implementation phase to avoid operation disruption of the LRT service. | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|---------------------|---|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| MXH-3 | Metrolinx HuLRT, Javier Mena-Diep | January 26, 2018 | Chapter 10, Commitments to Future Action, Page 10.4 | This chapter, under the heading “Transportation”, includes a commitment “Review of the station facility concept layouts and design will be undertaken prior to construction” with Municipalities and Transit Agencies. A second commitment should be included to specifically reference the Hurontario LRT, as the consultation/coordination requirements of interfacing with a fixed-facility like LRT is very different from developing the interface between surface bus routes and the 407 Transitway, given the flexibility of bus operations relative to rail operations. Having a separate commitment will highlight the uniqueness of the LRT/407 Transitway connection. | Noted. Prior to implementation, consultation, coordination, and adequate interfacing will be discussed and reviewed with HuLRT project team and/or the HuLRT Operator as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under “Transportation” in Chapter 10 – Commitments, Table 10.1 of the EPR has been added to read: “Consultation, coordination, and adequate interfacing with the HuLRT will take place during detailed site plan development, prior to the implementation phase. Agency to be Consulted: HuLRT Operator.” |
| PR-1 | Region of Peel, Gordon Hui | January 26, 2018 | N/A | MTO’s project includes a grade separated Transitway similar to the City of Mississauga’s project on the Mississauga Transitway (the BRT, east – west bus rapid transit route running along Eglington and Hwy 403 from Renforth to Winston Churchill). Please be aware that extensive negotiations will be required in order to protect the Region’s interests because these grade separation projects often require utility relocates into new easements, new bridges (grade separated crossings) that cross Region owned roads, and additional cooperation to resolve jurisdictional issues: ex. who is responsible for sanitary and water connections to stations constructed within a public highway; and how do Peel Police, Peel Paramedics, and Public Works Staff access the transitway (which will almost definitely be a controlled access highway) in the case of an emergency. | Noted. Prior to implementation, impacts to existing utilities and emergency access provisions will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. Chapters 6 – Mitigation, Table 6.11 of the EPR has also been updated accordingly. | Text stated under Chapter 6 – Mitigation, Table 6.11: Construction Impacts: Utilities – Effects and Mitigation under “Proposed Mitigation Measures and Significance of Any Potential Residual Effects” of the EPR has been modified to read: “Further discussions between MTO and the utility/municipal service owners will take place prior to the design/construction of the relocation of existing utilities affected by the 407 Transitway infrastructure. The Pre-Construction Phase will also assess loading capacity to define protection measures and/or special construction techniques to assure these plants are not damaged during construction or operations of the Transitway; and will provide permanent access to operate and maintain the corresponding infrastructure. The municipality and private utility owners will participate in any relocation plan, construction procedures, responsibility for connections, liability matters, etc. prior to initiation of construction.” The following commitment under “Transportation” in Chapter 10 – Commitments, Table 10.1 of the EPR has been added to read: “Emergency access strategy will be discussed with the corresponding municipal and provincial health, law enforcement, and public work authorities prior to the design/construction phase.” |
| PR-2 | Region of Peel, Gordon Hui | January 26, 2018 | N/A | Add Ryan Gulyas (ryan.gulyas@peelregion.ca) to the project distribution list | Noted. Ryan Gulyas has been added to the project contact list. | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|----------------------------|------------------|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| PR-3 | Region of Peel, Gordon Hui | January 26, 2018 | N/A | The Region of Peel sanitary sewer infrastructure will be impacted by the proposal. Please see Appendix B: MTO Proposal & Region of Peel’s easements. The Region of Peel has a 1200mm sanitary sewer with accompanying easements located along the westerly and southerly limits of the IO lands occupied by HONI at the southwest corner of Hurontario St and the 407 (easement sketch attached). The preliminary Design and EA for the 407 Transitway which will have impacts to the Region’s infrastructure and easement. Over both the short and long term, the Region will require permanent access in order to operate and maintain this infrastructure. The Region currently has the immediate need to establish reliable vehicular access to these valve chambers in order to ensure the safe and effective operation of the sanitary sewer infrastructure. | <p>The 407 Transitway Team has superimposed and reviewed the plan and profile pdf. files of the 1200mm sanitary sewer received from Peel Region. The existing pipe is off the runningway. There is only one spot where a corner of the stop platform will be located above the sewer, maintaining sufficient cover over the pipe.</p> <p>To minimize any potential issue during construction, the Design of the Transitway has been adjusted at this location, providing greater vertical gap between the two infrastructures. In the Implementation phase, exact location and elevations of the pipe will be confirmed, and construction measures will be taken to ensure protection to the integrity of the sanitary sewer.</p> <p>Prior to implementation, any impacts to existing utilities and permanent access provisions will be discussed and reviewed with the corresponding Municipalities. Corresponding text has been added to Chapter 6 – Mitigation, Table 6.11 of the EPR, as indicated in Peel Region Comment PR-1.</p> | <p>Profile of Plan and Profile Plates No. 1 and 2 in Chapter 5 – Final Project Description, have been modified.</p> <p>Text in Chapter 6 – Mitigation, Table 6.11: Construction Impacts: Utilities – Effects and Mitigation under “Proposed Mitigation Measures and Significance of Any Potential Residual Effects” of the EPR has been modified to read:</p> <p>“Further discussions between MTO and the utility/municipal service owners will take place prior to the design/construction of the relocation of existing utilities affected by the 407 Transitway infrastructure. The Pre-Construction Phase will also assess loading capacity to define protection measures and/or special construction techniques to assure these plants are not damaged during construction or operations of the Transitway; and will provide permanent access to operate and maintain the corresponding infrastructure.</p> <p>The municipality and private utility owners will participate in any relocation plan, construction procedures, responsibility for connections, liability matters, etc. prior to initiation of construction.”</p> |
| PR-4 | Region of Peel, Gordon Hui | January 26, 2018 | N/A | In addition, please see Appendix A: Letter - 407 Transitway Station Planning at Bramalea GO Station for a letter sent to the Ontario Ministry of Transportation and Metrolinx with regards to 407 Transitway Station Planning at Bramalea GO Station. | As noted in previous correspondence and in various meetings, a potential Bramalea Road/Torbram Road Station was identified, evaluated and presented at the first Technical Resource Group meeting in November 2016 and at Public Information Centre #1 in December 2016. The ridership study conducted did not indicate that forecast passenger transfer would justify a direct connection of the Transitway with the Bramalea GO station, due to a number of negative factors such as high-cost bridging over Highway 407 ETR twice, alignment geometry challenges due to existing infrastructure, travel time penalties for a longer alignment, private property impacts etc. Additionally, the ridership study showed higher ridership demand from Bramalea City Centre, rather than the GO station, which is better captured through the interlining opportunity as it allows service to both the City Centre and the GO Station. This interlining connection is illustrated in Chapter 4 – Identification of Alternatives and Evaluation Process, Section “Segment C.2: West of Tomken Road to East of Torbram Road – Bramalea Road Area”, Figure 4.7C of the Environmental Project Report. Table 4.4D in Chapter 4 provides additional information on the alternative alignments that were evaluated for the 407 Transitway in the Bramalea Road area as part of this study, noting that all alignment | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|------------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | options to directly connect the Transitway with the Bramalea GO Station would involve two bridges over the 407 ETR core lanes. This interlining connection is illustrated in Chapter 4 – Identification of Alternatives and Evaluation Process, Section “Segment C.2: West of Tomken Road to East of Torbram Road – Bramalea Road Area”, Figure 4.7C of the EPR. | |
| BR-1 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix G, CHRA | The Cultural Heritage Resource Assessment identifies 5 Built Heritage Resources (BHR) and 6 Cultural Heritage Landscapes (CHL) in Brampton within the study area for the 407 Transitway: <ul style="list-style-type: none"> • BHR 1: 7575 Kennedy Road (Listed) • BHR 2: 15 Bramalea Road (Listed) • BHR 3: 0 Gorewood Drive, Wiley Bowstring Bridge (Designated) • BHR 4: 8712/8940 Claireville Conservation Road (Listed) • BHR 5: 2111 Steeles Avenue East (not currently on Brampton’s Municipal Register of Cultural Heritage Resources) • CHL 2: 7715 Kennedy Road (Listed) • CHL 3: 0 Kennedy Road South, Graham Pioneer Cemetery (Designation in Progress) • CHL 4: 0 Kennedy Road South, Kennedy Valley (Listed) • CHL 5: 7385 Farmhouse Court (Listed) • CHL 6: 0 Airport Road, Grahamsville Cemetery (Designation in Progress) • o CHL 14: 8180 Highway 50, Claireville Conservation Area | Noted. Please note that one additional CHL located in the City of Brampton (identified as CHL 7 - 7145 Kennedy Road) was included in the original CHRA. This property was incorrectly identified in the original CHRA as being located at 7145 Kennedy Road in Mississauga, but is actually located at 7324 Kennedy Road in Brampton. The property is currently owned by Infrastructure Ontario and was identified during field review by ASI. Therefore, there are 5 BHRs and 7 CHLs located in the City of Brampton within the 407 Transitway study area. | Appendix G (CHRA) and the EPR (Section 3.2.4 Built Heritage and Cultural Heritage Landscapes, Table 3.9, Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, and Table 6.10) have been updated to reflect the correct property address for CHL 7 (7324 Kennedy Road). The updated Appendix G (CHRA) was provided to the City of Brampton on February 12, 2018. |
| BR-2 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix G, CHRA | Only one of the above noted cultural heritage resources is expected to be impacted by the construction of the 407 Transitway in its current alignment: 7385 Farmhouse Court. | Noted. Please note that two CHLs located in the City of Brampton are expected to be impacted by the construction of the 407 Transitway including CHL 5 (7385 Farmhouse Court) and CHL 7 (7324 Kennedy Road). | Appendix G (CHRA) and the EPR (Section 3.2.4 Built Heritage and Cultural Heritage Landscapes, Table 3.9, Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, and Table 6.10) have been updated to reflect the correct property address for CHL 7 (7324 Kennedy Road). The updated Appendix G (CHRA) was provided to the City of Brampton on February 12, 2018. |
| BR-3 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix G, CHRA | A Heritage Impact Assessment is required for 7385 Farmhouse Court to determine the potential impacts to the cultural heritage resource as a result of the 407 Transitway and to outline mitigation measures for the resource in accordance with the Heritage Impact Assessment Terms of Reference and to the satisfaction of Heritage staff. While the Recommendations set out in the Cultural Heritage Resource Assessment, prepared by ASI, indicate that a Cultural Heritage Evaluation Report (CHER) be prepared, a Heritage Impact | Noted. A Cultural Heritage Evaluation Report (CHER) was completed by ASI for CHL 5 (7385 Farmhouse Court) and was submitted to the City of Brampton on February 12, 2018. The property (currently owned by Infrastructure Ontario) contains a red brick Edwardian foursquare farmhouse with a hipped roof, central dormer, and covered verandah, as well as an early twentieth century well with associated tower. The well ruin is listed on the City | The EPR (Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, and Table 6.10) has been updated to include the results of the CHER for CHL 5 (7385 Farmhouse Court). |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|---------------------------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | Assessment fulfills the same purpose. Therefore, Heritage staff require a Heritage Impact Assessment for this property. | of Brampton’s Heritage Register. Based on the results of archival research, a field review, and heritage evaluation, the property at 7385 Farmhouse Court/Tomken Road met the criteria contained in Ontario Regulation 9/06 of the Ontario Heritage Act. The property’s well and tower were determined to be a representative example of an early-1900s wind-driven brick well. However, the property did not meet the criteria contained in Ontario Regulation 10/06 of the Ontario Heritage Act and does not retain any provincial cultural heritage significance. The property at 7385 Farmhouse Court/Tomken Road is expected to be directly impacted by the proposed 407 Transitway, however, the identified heritage attributes of the property (i.e., the well and tower) are not expected to be impacted. As a result, the preparation of a Heritage Impact Assessment will not be required. | |
| BR-4 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix G, CHRA | Heritage staff also require a Heritage Impact Assessment for 7324 Kennedy Road, a potential cultural heritage resource not identified in the Cultural Heritage Resource Assessment. | Noted. Please note that this property was included in the original CHRA as CHL 7 but was incorrectly identified as being located at 7145 Kennedy Road in Mississauga. The property is actually located at 7324 Kennedy Road in Brampton. A CHER was completed by ASI for CHL 7 (7324 Kennedy Road) and was submitted to the City of Brampton on February 12, 2018. The property located at 7324 Kennedy Road (currently owned by Infrastructure Ontario) is expected to be directly impacted by the 407 Transitway. Based on the results of archival research, a field review and heritage evaluation, the property at 7324 Kennedy Road did not meet the criteria in Ontario Regulation 9/06 or 10/06 of the Ontario Heritage Act. The property is not known to retain any cultural heritage significance from a local or provincial perspective. As a result, the preparation of a Heritage Impact Assessment will not be required. | Appendix G (CHRA) and the EPR (Section 3.2.4 Built Heritage and Cultural Heritage Landscapes, Table 3.9, Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, and Table 6.10) have been updated to reflect the correct property address for CHL 7 (7324 Kennedy Road). The updated Appendix G (CHRA) was provided to the City of Brampton on February 12, 2018. The EPR (Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, and Table 6.10) has been updated to include the results of the CHER for CHL 7 (7324 Kennedy Road). |
| BR-5 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix G, CHRA | Should future work require expansion of the study area, and more cultural heritage resources in Brampton are to be impacted, these resources and the potential impacts to them should be identified and Heritage Impact Assessments would be required for these properties. | Noted. The EPR notes the following in Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6 and Chapter 10, Table 10.1: “Should further work require an expansion of the study area, a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources”. | No change to the EPR. |
| BR-6 | City of Brampton, Cassandra Jasinski | January 29, 2018 | Appendix O, Stage 1 Archaeology | A Stage 1 Archaeological Assessment, prepared by ASI, was provided for the 407 Transitway study area. It identifies a number of areas in Brampton where further Assessment(s) are required. Heritage staff agree with the requirement for these additional Assessments. | Noted. Please note that, as part of the TPAP, the Project Team is currently undertaking a Stage 2 Archaeological Assessment, including test pit and pedestrian surveys, on lands retaining archaeological potential that may be disturbed by the proposed Transitway construction lying within 300 m of | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|---------------------------------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | (Heritage Planner) | | | | watercourses/waterbodies (where permission to enter has been secured) to identify any sites/lands requiring further assessment (i.e. Stage 3 or Stage 4 Site Specific Archaeological Assessment). All remaining Stage 2 work and any required Stage 3 and Stage 4 archaeological assessment work will be completed prior to construction. | |
| BR-7 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix O, Stage 1 Archaeology | Heritage staff request that previous assessments related to archaeological sites AjGw-490 and AkGv-1212 be provided for consideration and review prior to the next stage of archaeological assessment. | Noted. The Project Team has requested the reports that detail sites AjGw-490 and AkGv-121 from the Ministry of Tourism, Culture and Sport. The reports will be provided to the City of Brampton upon receipt. | No change to the EPR. |
| BR-8 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix O, Stage 1 Archaeology | Any adverse impacts to any significant archaeological resources found shall be mitigated to the satisfaction of the City and the Ministry of Tourism, Culture and Sport (MTCS) prior to the commencement of the road widening. No grading, filling, or any form of soil disturbances shall take place prior to the acceptance of the Archaeological Assessment(s) by the City and the MTCS indicating that all archaeological resource concerns have met licensing and resource conservation requirements. | Noted. The EPR notes the following in Section 6.2.2 Socio-Economic and Cultural Environment, Table 6.6, Section 6.3.2 Socio-Economic and Cultural Environment, Table 6.10 and Chapter 10, Table 10.1: "The 407 Transitway will be cleared of all archaeological concerns prior to construction. Should the proposed work extend beyond the current footprint of the Transitway, then further Stage 1 archaeological assessment will be required prior to construction to determine the archaeological potential of the surrounding lands". | No change to the EPR. |
| BR-9 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix O, Stage 1 Archaeology | Should a cemetery be discovered during any phase of the Archaeological Assessment(s) or construction, the Region shall, at their expense, undertake mitigation measures to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services. | Noted. The EPR has been updated accordingly. | The following commitment has been added to Section 6.3.2 Socio-Economic and Cultural Environment, Table 6.10 of the EPR to read: "Should a cemetery be discovered during further archaeological investigation (Stages 3 and 4) or construction, appropriate mitigation measures would be discussed with the City and corresponding authorities, and implemented to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services." |
| BR-10 | City of Brampton, Cassandra Jasinski (Heritage Planner) | January 29, 2018 | Appendix O, Stage 1 Archaeology | If the lands were subject to a previous Archaeological Assessment that was accepted by the Ministry of Tourism, Culture and Sport (MTCS) and City Heritage staff, a copy of the report(s) and associated correspondence from the MTCS and Heritage staff confirming that all archaeological resource concerns have met licensing and resource conservation requirements must be provided. | Noted. Section 1.3.3 and Section 3.2 of the Stage 1 Archaeological Assessment Report (Appendix O) provides information on previous archaeological assessments undertaken in the study area by ASI and others. The Archaeological Assessment Reports prepared for lands within the study area by ASI and the corresponding clearance letters will be provided to the City of Brampton. | No change to the EPR. |
| BR-11 | City of Brampton, Hank Wang | January 31, 2018 | Chapter 5 Final Project Description – | While it is understood that the proposed station plans and details in Chapter 5 are conceptual in nature, it would be helpful for the Proponent to clarify in the EPR that the layout of each station is | Noted. Prior to implementation, the station layouts and accesses will be discussed and reviewed with the corresponding | Commitment stated under "Transportation – Station Design" in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|---|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | and Chris Lafleur | | Station Plans and Details | <p>subject to change based on discussions/reviews with stakeholders as part of future station planning and design work – when this project advance to the next stage of implementation. Some of our general concerns are as follows:</p> <ul style="list-style-type: none"> • Lack of a continuous bus-only access between the arterial roadway and the bus loop at the Transitway station • Circuitous bus access – the layouts as shown would require arterial buses to travel long distances across the parking lot to access the bus loop • Bus loop configuration – there are other ways to provide a functional access to/from the bus platform than the teardrop configuration; bus loop configuration at each station should reflect the location of bus-only access points on arterial roads, distance to/from the Transitway guideway and the arterial roadway, as well as internal bus circulation – i.e. minimize number of turning movements, conflicts with park-and-ride traffic, and travelled distance • Number of bays at the bus platform for arterial buses • Travelled distance between the Transitway guideway and the arterial roads for buses entering/exiting the Transitway • Walking distance between the Transitway station and on-street bus stops on the arterial road | <p>Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR.</p> <p>Note that bus stops on adjacent arterial roads to the station facilities are also being proposed to allow Transit Agencies, riders transfer opportunity to the Transitway without the need of buses to enter in the station facilities.</p> | <p>“The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal roads infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion.”</p> |
| BR-12 | City of Brampton, Hank Wang and Chris Lafleur | January 31, 2018 | Chapter 6 Impact Assessment, Mitigation, and Monitoring, Table 6.11 | lack of reference to impact/mitigation associated with construction of Transitway guideways over arterial roads (overpasses) | <p>Noted.</p> <p>Chapter 6 – Impact Assessment, Mitigation and Monitoring, Table 6.11 of the EPR refers to construction impact and mitigation for both underpass and overpass situations.</p> <p>Prior to implementation, Traffic Management Plan will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR.</p> | <p>Text in Table 6.11 under “Proposed Mitigation Measures and Significance of Any Potential Residual Effects, for Road Traffic Flow and Pedestrian Circulation during Construction” in Chapter 6 of the EPR has been modified to read:</p> <p>“Prior to initiation of construction, a Traffic Management Plan will be developed to define all temporary works and procedures necessary to accommodate vehicular and pedestrian traffic on the arterial roads during construction of the transitway underpasses and overpasses.</p> <p>The Traffic Management Plan will describe all measures to allow safe passage of traffic in both directions. The appropriate number of lanes per road crossing will be defined in coordination with the municipalities. In addition to temporary pedestrian circulation measures, the plan will detail all barriers, lane markings and signing for the temporary roadwork.”</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|--|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | | Commitment stated under “Transportation” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: “The Traffic Management Plan will be discussed and reviewed with the corresponding municipalities and transit agencies prior to the implementation phase.” |
| BR-13 | City of Brampton, Hank Wang and Chris Lafleur | January 31, 2018 | Chapter 6 – Impact Assessment, Mitigation, and Monitoring, Section 6.4.3 | measures required to mitigate safety risks along the Transitway guideways (to ensure the safe operation of Transitway buses) should be referenced – if not already identified elsewhere in the EPR | Noted. A Transitway safety report addressing safe operation of the Transitway buses has been prepared for MTO following the Ministry’s guidelines and procedures. | No change to the EPR. |
| BR-14 | City of Brampton, Hank Wang and Chris Lafleur | January 31, 2018 | Chapter 6 – Impact Assessment, Mitigation, and Monitoring, Table 6.14 | the Proponent should consider revising this table to reflect the concerns outlined above regarding the layout of the proposed Transitway stations | Noted. This is addressed in Chapter 10 – Commitments rather than in Chapter 6 – Impact Assessment, Mitigation, and Monitoring. Please refer to comment “Response” BR-11. | Please refer to “Proposed Changes to the EPR” as described in comment BR-11. |
| BR-15 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Transportation Special Projects: In a meeting with Graham DeRose of MTO on November 16, 2017, with Chris Duyvestyn, Director and other City Staff, it was agreed to protect an area at Kennedy Road that could be used for a future 407 Transitway station to service the future redevelopment of the Powerade Centre site. MTO refer to this area as environmental compensation lands, which are shown on Plate P-2 in section 5 of the Draft EPR. However, in section 5.11 (pages 5-34 to 5-35), it states that these sites protected for environmental compensation were not selected for a station facility, which is not consistent with what we were told on Nov.16. The EPR including section 5.2-Stations, needs to be revised to include some text for the ability of the protected lands (P-2_ at Kennedy Rd to be used as a Transitway station in the future. | Noted. In the City of Brampton – 407 Transitway Project Team liaison meeting on November 16, 2017, it was communicated that the area bounded by Kennedy Road & Highway 410, south of Highway 407, would not accommodate a 407 Transitway station, as the geometrics do not allow for platforms. It was stated that these lands would be protected for Environmental Compensation, which may not preclude a future carpool lot on this location. Given the size and restrictions of these lands, the required geometry for the Transitway alignment, needs to incorporate a station platform and the location relative to the large station at Hurontario, the EPR is correct in assessing that a 407 Transitway station at Kennedy Road is not required. Showing the lands protected for Environmental Compensation is accurate and consistent with the November 16, 2017, meeting and with previous correspondence. This was reiterated by an email to Ghaz Mohammad of the City of Brampton on January 23, 2018 in response to EPR comments received on January 23, 2018. To provide transit connectivity from the redevelopment of the Powerade Centre site to the 407 Transitway, a potential interlining connection at Kennedy Road has been added and addressed in Chapter 5 – Final Project Description. | In Section 5.1 – Segment B of Chapter 5 - Final Project Description, a note has been added to read: “To provide transit connectivity from the redevelopment of the Powerade Centre site to the 407 Transitway, a potential interlining concept connecting the 407 Transitway with Kennedy Road is being proposed.” The potential interlining concept connecting the 407 Transitway with Kennedy Road has also been added to Plate 4 Chapter 5 – Final Project Description. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---------------------------------|------------------|-------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| BR-16 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Traffic Signals Services: Accesses proposed to operate as restricted to right-in and right-out movements only from and to the substation facility, should have median with one way sign on it to prevent any opposing vehicle from making the turn into the station | Noted. Prior to implementation, the station layouts/accesses and traffic signal services (impacts to existing and future proposed) will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Commitment stated under “Transportation – Station Design” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: “The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion.” |
| BR-17 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Traffic Signals Services: Region of Peel will address any access or right of way issues for the Regional Roads | Noted. Please refer to comment “Response” BR-16. | Please refer to “Proposed Changes to the EPR” as described in comment BR-16. |
| BR-18 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: Traffic Services: All City of Brampton and Region of Peel street lighting to remain in service at all times during construction | Noted. Prior to implementation, impacts or modifications to existing street lighting services will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under “Existing Infrastructure – Municipal Services and Utilities” – in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: “Prior to implementation, the proposed construction methods, techniques and staging will be discussed with the corresponding municipalities to ensure all municipal services and utilities remain in service during construction.” |
| BR-19 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: Traffic Services: Any changes to City of Brampton street lighting must be approved by City of Brampton street lighting staff | Noted. Please refer to comment “Response” BR-18. | Please refer to “Proposed Changes to the EPR” as described in comments BR-16 and BR-18. |
| BR-20 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: Traffic Services: Any changes to Region of Peel street lighting must be approved by Region of Peel staff | Noted. Please refer to comment “Response” BR-18. | Please refer to “Proposed Changes to the EPR” as described in comments BR-16 and BR-18 |
| BR-21 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: Traffic Services: .6m clearance must be maintained from all underground street lighting feeds | Noted. Please refer to comment “Response” BR-18. | Please refer to “Proposed Changes to the EPR” as described in comments BR-16 and BR-18 |
| BR-22 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: 1.5m clearance must be maintained between any entrances and any street light poles or equipment | Noted. Please refer to comment “Response” BR-18. | Please refer to “Proposed Changes to the EPR” as described in comments BR-16 and BR-18 |
| BR-23 | City of Brampton, | January 26, 2018 | N/A | Street Lighting: All street lighting changes must adhere to RP8-14 criteria | Noted. Please refer to comment “Response” BR-18. | Please refer to “Proposed Changes to the EPR” as described in comments BR-16 and BR-18 |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---------------------------------|------------------|-------------|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | Ghaz Mohammad | | | | | |
| BR-24 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: All street lighting feeds must be maintained at all times | Noted. Please refer to comment "Response" BR-18. | Please refer to "Proposed Changes to the EPR" as described in comments BR-16 and BR-18 |
| BR-25 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Street Lighting: All street lighting work done inside the City of Brampton must be inspected for assumption by City of Brampton staff upon work completion | Noted. Please refer to comment "Response" BR-18. | Please refer to "Proposed Changes to the EPR" as described in comments BR-16 and BR-18 |
| BR-26 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Capital Parks Design & Construction: Capital Parks Construction have nothing to add to the information provide to date | Noted. | No change to the EPR. |
| BR-27 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Capital Parks Design & Construction: As the project developments, we will want to discuss impacts to Sports fields as well as integrating streetscape elements to the proposed stations in Brampton. Such as, pedestrian connectivity, street furniture and trees. | Noted. The Dixie Road Station layout considered impacts to the existing "Dixie/407 Community Park" and was developed with the consideration of minimizing impacts to the existing site. Impacts to the sport fields have been broadly discussed and agreed with City Staff in various meetings and PICs. Prior to implementation, impacts to existing Sports fields as well as integrating streetscape elements to the proposed stations in Brampton will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Commitment stated under "Transportation – Station Design" in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: "The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion." |
| BR-28 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Recreation Planning: The 'preferred Station Alternative' on page 19 will see us losing 4 mini fields and 1 senior field. This will have a significant impact on some of our Affiliated User Groups. Is there a plan to work around this? | Noted. Please refer to comment "Response" BR-27. | Please refer to "Proposed Changes to the EPR" as described in comment BR-27. |
| BR-29 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Recreation Planning: What are the construction timelines? When will the fields be removed from the inventory? | The timeline for implementation of this project is currently unknown. Prior to implementation, impacts to existing fields will be discussed with the City of Brampton as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to "Proposed Changes to the EPR" as described in comment BR-27. |
| BR-30 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Recreation Planning: During construction will there still be access to the other fields and the parking lot? | Prior to implementation, impacts or modifications of accesses to existing facilities and parks will be discussed and reviewed with the corresponding Municipalities as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | The following commitment under "Existing Infrastructure – Parks, Municipal Services and Utilities" in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: "Prior to implementation, the proposed construction methods, techniques and staging will be discussed with the corresponding municipalities to minimize disruption to the |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---------------------------------|------------------|-------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | | existing fields and parking areas outside of the station footprint.” |
| BR-31 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Infrastructure Planning: Why in the Figure E.4 of Executive Summary, the Base Spine Service route for Bramalea City Centre and GO Station is named as Torbram/Bramalea? This service is mentioned to connect only via Bramalea Road and not Torbram Road (Torbram is misspelt in the figure) | Noted. Figure E.4 has been updated to reflect the preferred alternative design described in Chapter 5 of the EPR. | Figure E.4 and Chapter 2 – Transportation Needs, Figure 2.11 has been updated. |
| BR-32 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Infrastructure Planning: In the Section E.2.2, the AM peak hour number 5500 should be corrected as Eastbound instead of Westbound | Noted. Text has been corrected to read Eastbound in the Executive Summary, Section E.2.2. | Executive Summary, Section E.2.2. of the EPR has been modified to read: “The eastern section has a peak point of 5,500 eastbound a.m. peak period passengers.” |
| BR-33 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Infrastructure Planning: Section E.6 under Evaluation of Station Sites, it is mentioned that as a result of detailed evaluation seven stations including the Goreway Drive were identified. In contrast, in the last paragraph of Chapter 2 under Transportation Needs (pg. 2-28), it is mentioned that the station of Goreway Drive is carried forward provisionally for detailed evaluation. Please clarify | Chapter 2 – Transportation Needs of the EPR contains the analysis and conclusions of ridership demand and service planning. During the ridership assessment, the Goreway Drive Station was recommended to be carried forward to a more detailed evaluation stage e.g. access, land availability, environmental impacts, etc. The detailed evaluation concluded that the Goreway Station be selected, which is what Section E.6 of the Executive Summary indicates. | No change to the EPR. |
| BR-34 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Infrastructure Planning: Roads maintenance requirements where the Transitway crosses city roads will need to be discussed | Noted. Prior to implementation, impacts or modifications to existing road infrastructure will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Commitment stated under “Transportation – Station Design” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: “The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion.” |
| BR-35 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Infrastructure Planning: Environmental Assessment of Bramalea road from Queen Street East to south City boundary has been initiated. City’s project manager Mario Goolsarran Mario.goolsarran@brampton.ca) may be contacted for any information or input in this regard | Noted. Mario Goolsarran has been added to the project contact list. Prior to implementation, impacts or modifications to existing road infrastructure will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment BR-34. |
| BR-36 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Realty Services: City’s lease with Infrastructure Ontario for the impacted sports fields at Dixie Road will need to be amended. Realty will assist when required. | Noted. Project information will be provided to IO, when required. | No change to the EPR. |
| BR-37 | City of Brampton, | January 26, 2018 | N/A | Parks & Facility Planning, Proposed Dixie Station: The proposed station at Dixie Road, located on what is presently the City’s | Noted. | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---------------------------------|------------------|-------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | Ghaz Mohammad | | | "Dixie/407 Community Park", will create a significant impact on the existing sports fields. It is acknowledged that the City's development of these lands (in the early 2000's) was done so with an understanding that future redevelopment of the lands by the Province or its agents, could displace this infrastructure | | |
| BR-38 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Parks & Facility Planning, Proposed Dixie Station: Notwithstanding, the proposed entrance into the park, and majority of the contemplated parking, is located north of the hydro corridor. At the January 23rd PIC, City staff suggested to project staff that the proposed parking on the north side of the station be reoriented, as much as possible, to the south side of the station, to reduce impact on the sports fields. Project staff responded, indicating that the lands south of the hydro corridor fall under the domain of Infrastructure Ontario, and this impinges on their flexibility. We would reiterate that we would like to see this investigated more fully to limit impacts on the existing park | Noted. The Dixie Road Station layout considered impacts to the existing "Dixie/407 Community Park" and was developed with the consideration of minimizing impacts to the existing site. Impacts to the sport fields have been broadly discussed and agreed with City Staff in various meetings and PICs. Hydro One has been consulted throughout the project duration. Hydro One has technical restrictions which preclude the full station extents from being included in the Hydro One Corridor. Prior to implementation, impacts to existing Sports fields as well as integrating streetscape elements to the proposed stations in Brampton will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Commitment stated under "Transportation – Station Design" in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: "The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal infrastructure and operation, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion." |
| BR-39 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Parks & Facility Planning, Proposed Dixie Station: Despite the potential loss of sports fields as the proposed station at Dixie Road would provide an opportunity to improve access to the balance of the Dixie/407 Community Park and create the potential for improved infrastructure and enhanced programming opportunities that the park currently lacks. For example, staff indicate that user groups have requested in the past that washroom facilities be incorporated into the park. It would be hoped that as designs for the station and surrounding area take shape, that the Province work with the City to explore partnership opportunities to improve the park and station, for the betterment of the public | Noted. Please refer to comment "Response" BR-38. | Please refer to "Proposed Changes to the EPR" as described in comment BR-38. |
| BR-40 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Parks & Facility Planning, Proposed Dixie Station: The report outlines the socio-economic impacts of the Transitway that were evaluated through the different planning alternatives. The potential loss of sports fields at the Dixie/407 Park should factor into this analysis. With the cost of land increasing, the relocation of the fields would have a significant financial impact on the city. As such, we would hope that the province also considers some form of compensation for the loss of sports fields | Noted. Please refer to comment "Response" BR-38. | Please refer to "Proposed Changes to the EPR" as described in comment BR-38. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|------------------|-------------|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| BR-41 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Active Transportation Opportunities: The report does not provide information on the potential incorporation of active transportation infrastructure within the Transitway. During the PIC, City staff enquired about the potential for the incorporation of a cycle-track or some higher order bikeway infrastructure component. Project staff cited that this has not formed part of the project and cited safety concerns for both riders and the buses. We feel that this component should be reevaluated as failure to incorporate it would be in conflict with Provincial and municipal objectives of increasing cycling opportunities and would be a significant missed opportunity. | Noted. Prior to implementation, detailed active transportation infrastructure at the stations will be discussed and reviewed with the corresponding Municipalities and Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Commitment stated under “Transportation – Station Design” in Chapter 10 – Commitments, Table 10.1 of the EPR has been modified to read: “The station facility active transportation infrastructure needs and plans will be discussed and reviewed with the corresponding municipalities and agencies, during further site plan development, prior to the implementation phase. Consideration of the inclusion of existing and future surrounding Parks, Active Transportation Routes/Initiatives, Valleylands, and Trails will be considered in future site plan development.”. |
| BR-42 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | Potential Impacts to Parks, Valleylands and Trails: The proposed Transitway could have potential impacts to the following parks, trails and Valleylands: Parks/Trails - Clerville Conservation, Dixie HWY 407, Etobicoke Creek Trail, West Humber Trail Valleylands - Valleylands 761, Valleylands 911, Valleylands 938, Valleylands 862, Valleylands 908 Valleylands 762, Valleylands 792, Valleylands 836, Valleylands 859, Valleylands 793, Valleylands 777, Valleylands 798, Valleylands 799, Valleylands 838, Valleylands 679, and Valleylands 771 | Noted. Prior to implementation, potential Impacts to Parks, Valleylands and Trails will be discussed and reviewed with the corresponding Municipalities and Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment BR-41. |
| BR-43 | City of Brampton, Ghaz Mohammad | January 26, 2018 | N/A | As outlined in the report, the environmental impacts (natural, socio-economic, and cultural) the transitway may have on our parks, trails and valleylands will need to be fully addressed and monitored throughout the process with City, TRCA and CVC staff. | Noted. Prior to implementation, the environmental impacts (natural, socio-economic, and cultural) the transitway may have on parks, trails and valleylands will be discussed and reviewed with the corresponding Municipalities and Transit Agencies as indicated in Chapter 10 – Commitments, Table 10.1 of the EPR. | Please refer to “Proposed Changes to the EPR” as described in comment BR-41. |
| BR-44 | City of Brampton, Henrik Zbogor, Manager, Transportation Planning | January 26, 2018 | N/A | From our section, I believe the key comment was about the consistent failure by the project team to acknowledge, an active transportation facility in parallel with the Transitway. Provincial policy - and most recently the EPR posting for the #CycleOn2.0 provincial cycling strategy - indicates that these types of transportation projects should be incorporating AT. | The 407 Transitway is being designed following the approved MTO Transitway Design Standards which do not include an active transportation facility parallel to the runningway. The Transitway Design Standards were developed based on a design speed of 110 km per hour for an all grade separated runningway to exclusively accommodate bus rapid transit or light rail transit. Due to safety considerations and right of way availability along the 407 Corridor, the standard typical cross section of the 407 Transitway does not provide opportunity for an active transportation pathway. Note that the Hurontario to Highway 400 section is the third section of the 407 Transitway seeking TPAP approval. The TPAPs for the sections from Highway 400 to Kennedy Road (Markham), and Kennedy Road (Markham) to Brock Road have already been | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|-----------------------------|------------------|-------------|---|--|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | <p>approved. These two sections were also designed according to the MTO Transitway Design Standards.</p> <p>Active transportation accessibility from the existing road network and corresponding facilities are being considered at all Transitway stations.</p> | |
| IO-1 | Jordan Erasmus, Sr. Planner | February 2, 2018 | Chapter 5 | <p>The following letter was received by MTO from IO on February 2, 2018:</p> <p>Infrastructure Ontario (IO) is a crown agency with responsibility for the strategic management of the provincial government’s real property on behalf of the Ministry of Infrastructure (MOI). The portfolio includes individual properties, as well as linear infrastructure corridors such as hydro lands used for the transmission of electricity. IO has a mandate of maintaining and optimizing value of the portfolio, while ensuring that real estate decisions reflect public policy objectives.</p> <p>IO has been monitoring the above noted environmental assessment with regard to potential impacts and opportunities on provincially owned properties in the study area. Overall, IO is pleased that MTO is proceeding with its environmental assessment of this section of the transitway and continues to encourage MTO to consider the impacts on land value and development opportunity when selecting and designing runningway and station locations. IO would like to offer the following specific comments from a real estate perspective, on behalf of MOI, for inclusion and consideration in your EA.</p> <p>Sites Protected for Environmental Compensation</p> <p>Section 5.11 of the draft EPR notes that “the station sites protected by MTO through the 1998 Corridor Protection Study and not selected for a station facility following the evaluation of alternatives, described in Chapter 5, are being protected for environmental compensation”. Based on our review, some of the sites proposed to be protected represent potentially valuable (i.e developable) Provincial real estate holdings and should not be considered for environmental compensation.</p> <p>As an alternative, we believe there are other less valuable (i.e. undevelopable or unleaseable) Provincial lands in proximity to the proposed transitway alignment that could meet compensation land requirements and IO would be happy to work with MTO to identify potential sites. Overall, it is unclear from the draft report how MTO</p> | <p>The following letter was sent from MTO to IO on April 24, 2018:</p> <p>Thank you for your letter dated February 2nd, 2018 in response to the circulation of the draft EPR. The 407 Transitway Project Team has conducted a thorough investigation into the nine properties Mr. Ernest Abraham identified on March 5th, 2018 via email, as potential environmental compensation sites for this project. The Ministry of Transportation has considered the findings and is prepared to make adjustments to the areas currently identified in the Transitway Environmental Project Report as set out below.</p> <p>After reviewing all properties identified in Mr. Abraham’s March 5th, 2018 email, the Ministry of Transportation is prepared to remove interest in the two areas of land previously identified for environmental compensation located south/east of the Transitway around Farmhouse Court and the lands east of Martin Grove Road, as shown on the attached plans. In exchange, the Ministry of Transportation will require the transfer of two properties Mr. Abraham identified for this purpose. These include property #6, P65580/PIN 140210147 and property #9, P65615/PIN 032220705.</p> <p>To meet our study timelines for finalization of the 407 Transitway Environmental Project Report, please provide the Ministry of Transportation with confirmation by May 4th, 2018 that these two properties are owned by the Province of Ontario, are not being processed as surplus properties and may be transferred to the Ministry of Transportation. These two properties will then be identified in the final Environmental Project Report. Please be advised that if a response is not received from Infrastructure Ontario by this date, the Environmental Project Report will remain unchanged.</p> <p>In your February 2nd, 2018 letter, you also requested information on the Infrastructure Ontario lands east of Goreway Drive that have been identified in the Draft Environmental Project Report for a potential land exchange. In the early 2000’s, the Ministry of Transportation requested that Infrastructure Ontario commence negotiations with the land owner east of the subject property, which is required for the 407 Transitway alignment. The owner had expressed interest in exchanging this land for the subject Provincial</p> | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

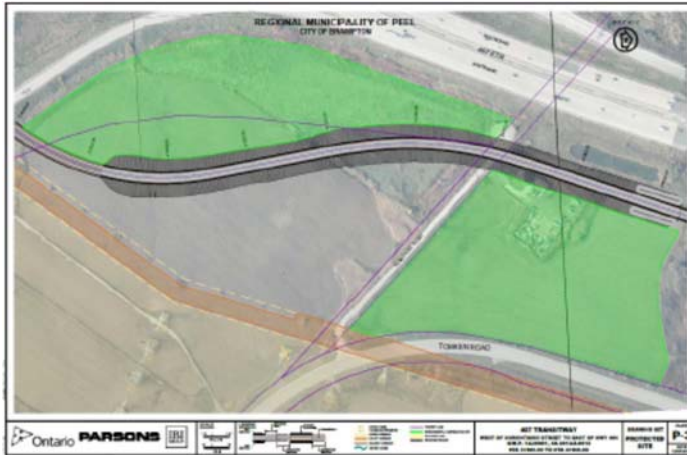
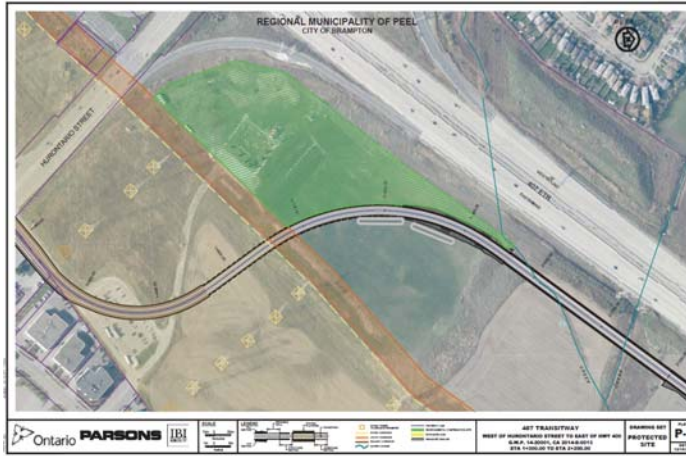
| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------|----------------------------------|---|--|--|-----------------------------|--|--|--|--|--|--|--------------|-------------|----------|--------|-------------------|-----------------------|----------------------------|---|---------|---------------------------|--|--------|--|------|---|---------|-------------------------|--|--------|--|-------|---|---------|----------------------------------|---|--------|--|------|---|---------|----------------------------------|--|--------|--|------|---|---------|---------------------|--|--------|--|------|---|---------|----------------------|--|--------|--|------|----|---------|----------------------|--|--------|--|-------|---|---------|-----------------------------|--|--------|--|------|---|---------|-----------------------|--|--------|------------------------|------|---|---------|---------------------|--|--------|--|------|----|---------|------------------------|--------------------------------------|--------|--|------|----|---------|-------------------------|---|--------|--|-------|----|---------|-------------------------|--|--------|--|------|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | <p>identified and assessed available land to determine the list of protected sites.</p> <p>1. MOI Lands east of Farmhouse Court</p> <p>The site east of Farmhouse Court (shown on Plate P-3 of the draft EPR, Figure 1 below) is approximately 13 acres, has frontage on Farmhouse Crt and exposure to Highway 407. It has a flat topography and no apparent significant natural heritage features (and has historically been farmed). Market demand for industrial uses in Brampton is strong and there may be potential to remove this parcel from the Parkway Belt once the Transitway EA is approved and redesignate it locally to permit industrial uses. IO requests that MTO remove it from the list of sites protected for compensation.</p> <p><i>Figure 1: MOI lands east and west of Farmhouse Court at Tomken Road, Brampton</i></p>  | <p>land. Infrastructure Ontario agreed to proceed and to meet its requirements, the Ministry of Transportation provided a registered plan of the lands to be exchanged as well as agree to various administrative funding commitments. The Ministry of Transportation has made regular enquiries but no action has been taken. We hope that Infrastructure Ontario will proceed with this matter as soon as possible.</p> <table border="1"> <thead> <tr> <th colspan="7">SUMMARY OF PROTECTED SITES</th> </tr> <tr> <th>PLATE NUMBER</th> <th>THE SUBJECT</th> <th>LOCATION</th> <th>NOTICE</th> <th>TYPE OF GUARANTEE</th> <th>TYPE OF PROTECTED USE</th> <th>APPROX. AFFECTED AREA (ac)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2400000</td> <td>EAST OF HURONTARIO STREET</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>8.02</td> </tr> <tr> <td>2</td> <td>2400000</td> <td>EAST OF HURONTARIO ROAD</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>13.75</td> </tr> <tr> <td>3</td> <td>2400000</td> <td>WEST SIDE OF FARMHOUSE COURT (E)</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>8.86</td> </tr> <tr> <td>7</td> <td>2400000</td> <td>WEST SIDE OF FARMHOUSE COURT (E)</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>2.88</td> </tr> <tr> <td>8</td> <td>2400000</td> <td>WEST OF TOMKEN ROAD</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF PUBLIC INFRASTRUCTURE RENOVATION</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>1.04</td> </tr> <tr> <td>9</td> <td>2400000</td> <td>WEST OF SPRING DRIVE</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>2.16</td> </tr> <tr> <td>10</td> <td>2400000</td> <td>EAST OF CANTON DRIVE</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>34.83</td> </tr> <tr> <td>7</td> <td>2400000</td> <td>WEST OF STEELES AVENUE EAST</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>9.75</td> </tr> <tr> <td>8</td> <td>1800000</td> <td>EAST OF GOREWAY DRIVE</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Land Exchange</td> <td>8.02</td> </tr> <tr> <td>9</td> <td>2400000</td> <td>WEST OF ALBION ROAD</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>1.39</td> </tr> <tr> <td>10</td> <td>2400000</td> <td>EAST OF HURONTARIO ST.</td> <td>SUPPLEMENTAL PROPOSED INDUSTRIAL USE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>1.04</td> </tr> <tr> <td>11</td> <td>2400000</td> <td>WEST OF GUNDESSA AVENUE</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>14.22</td> </tr> <tr> <td>12</td> <td>1800000</td> <td>WEST OF HURONTARIO ROAD</td> <td>SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE</td> <td>Public</td> <td>Regional Environmental Compensation Site</td> <td>9.06</td> </tr> </tbody> </table> | SUMMARY OF PROTECTED SITES | | | | | | | PLATE NUMBER | THE SUBJECT | LOCATION | NOTICE | TYPE OF GUARANTEE | TYPE OF PROTECTED USE | APPROX. AFFECTED AREA (ac) | 1 | 2400000 | EAST OF HURONTARIO STREET | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 8.02 | 2 | 2400000 | EAST OF HURONTARIO ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 13.75 | 3 | 2400000 | WEST SIDE OF FARMHOUSE COURT (E) | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES | Public | Regional Environmental Compensation Site | 8.86 | 7 | 2400000 | WEST SIDE OF FARMHOUSE COURT (E) | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 2.88 | 8 | 2400000 | WEST OF TOMKEN ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF PUBLIC INFRASTRUCTURE RENOVATION | Public | Regional Environmental Compensation Site | 1.04 | 9 | 2400000 | WEST OF SPRING DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 2.16 | 10 | 2400000 | EAST OF CANTON DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 34.83 | 7 | 2400000 | WEST OF STEELES AVENUE EAST | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 9.75 | 8 | 1800000 | EAST OF GOREWAY DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Land Exchange | 8.02 | 9 | 2400000 | WEST OF ALBION ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 1.39 | 10 | 2400000 | EAST OF HURONTARIO ST. | SUPPLEMENTAL PROPOSED INDUSTRIAL USE | Public | Regional Environmental Compensation Site | 1.04 | 11 | 2400000 | WEST OF GUNDESSA AVENUE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES | Public | Regional Environmental Compensation Site | 14.22 | 12 | 1800000 | WEST OF HURONTARIO ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 9.06 | |
| SUMMARY OF PROTECTED SITES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLATE NUMBER | THE SUBJECT | LOCATION | NOTICE | TYPE OF GUARANTEE | TYPE OF PROTECTED USE | APPROX. AFFECTED AREA (ac) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2400000 | EAST OF HURONTARIO STREET | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 8.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 2400000 | EAST OF HURONTARIO ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 13.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2400000 | WEST SIDE OF FARMHOUSE COURT (E) | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES | Public | Regional Environmental Compensation Site | 8.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 2400000 | WEST SIDE OF FARMHOUSE COURT (E) | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 2.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 2400000 | WEST OF TOMKEN ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF PUBLIC INFRASTRUCTURE RENOVATION | Public | Regional Environmental Compensation Site | 1.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 2400000 | WEST OF SPRING DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 2.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 2400000 | EAST OF CANTON DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 34.83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 2400000 | WEST OF STEELES AVENUE EAST | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 9.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 1800000 | EAST OF GOREWAY DRIVE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Land Exchange | 8.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 2400000 | WEST OF ALBION ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 1.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 2400000 | EAST OF HURONTARIO ST. | SUPPLEMENTAL PROPOSED INDUSTRIAL USE | Public | Regional Environmental Compensation Site | 1.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 2400000 | WEST OF GUNDESSA AVENUE | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE AND OPERATIONAL SERVICES | Public | Regional Environmental Compensation Site | 14.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 1800000 | WEST OF HURONTARIO ROAD | SEE TABLE FOR QUEN IN HEART OF COUNTRYSIDE REPRESENTED BY THE MINISTER OF INFRASTRUCTURE | Public | Regional Environmental Compensation Site | 9.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | <p>2. MOI Lands east of Goreway Drive</p> <p>The draft EPR notes that the lands east of Goreway Drive (shown on Plate P-8, Figure 2 below) are the subject of a potential land exchange. IO requests additional information on this potential exchange, as these lands are owned by MOI and might have development potential.</p> <p><i>Figure 2: MOI lands east of Goreway Drive, south of Highway 407, Brampton</i></p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

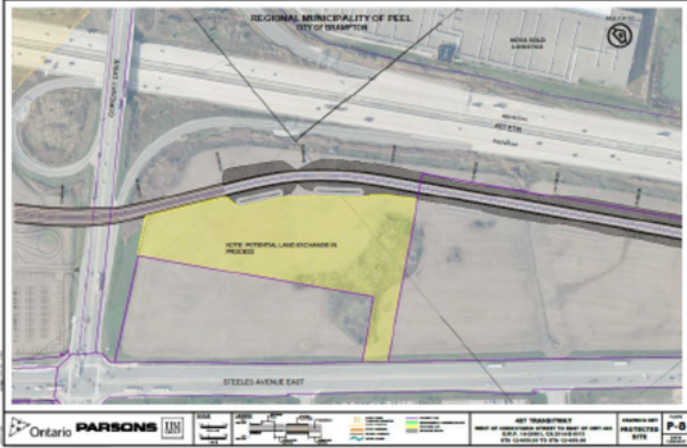
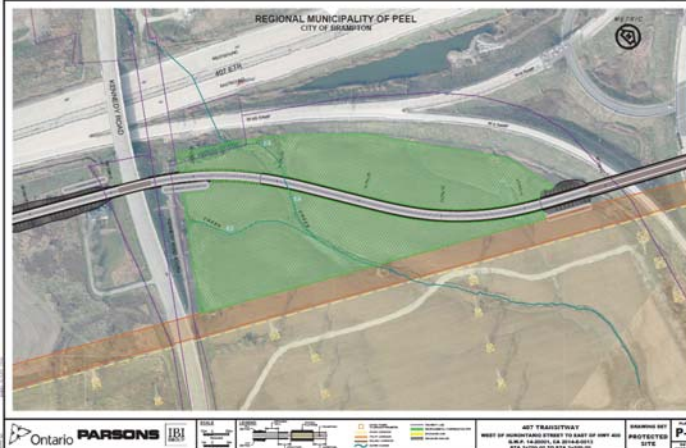
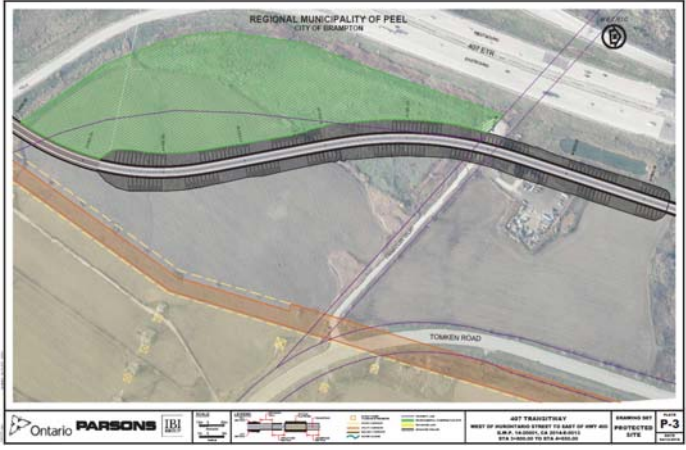
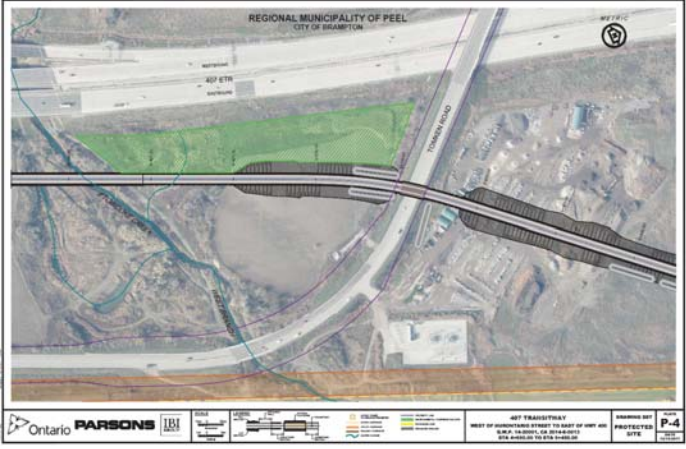
| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|---|--|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | |  <p>3. MOI Lands East of Martin Grove Road</p> <p>The site east of Martin Grove Road (shown on Plate P-10 of the draft EPR, Figure 3 below) is approximately 9 acres, has frontage on Martin Grove and exposure to Highway 407. It has a flat topography and most of the site appears to be unconstrained by natural heritage features (and has historically been farmed). There may be potential to remove this parcel from the Parkway Belt and redesignate it locally to permit industrial or commercial uses, once the Transitway EA is approved and it has been confirmed it is not required for a future interchange. IO requests MTO remove it from the list of sites protected for compensation.</p> <p>The transitway runningway is shown as being at grade east of Martin Grove Rd. at the location of the potential future Martin Grove Rd./Kipling Ave. interchange with Highway 407. If the interchange goes ahead, will it be above or below grade to accommodate the proposed transitway runningway? It is not clear how the potential future interchange will affect the transitway. IO requests additional details on the relationship between the potential future interchange and the transitway at this location.</p> <p><i>Figure 3: MOI lands east of Martin Grove Road, south of Highway 407, Vaughan</i></p> |    | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

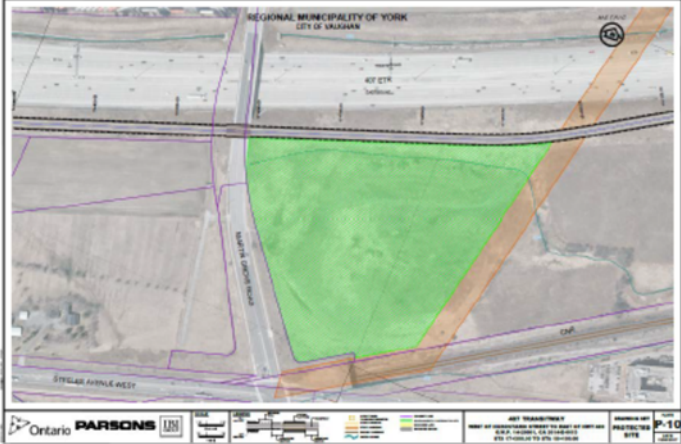
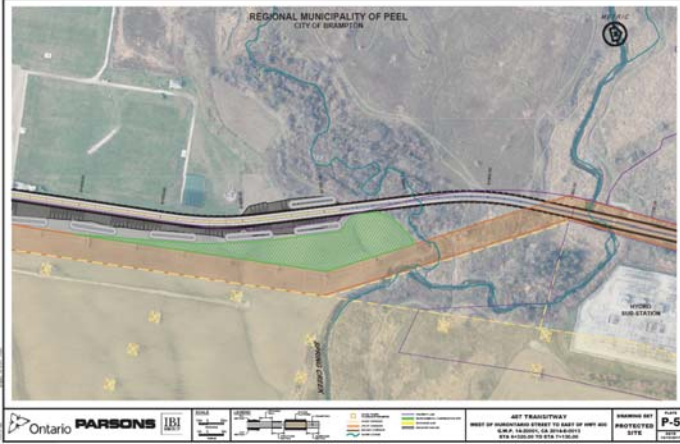
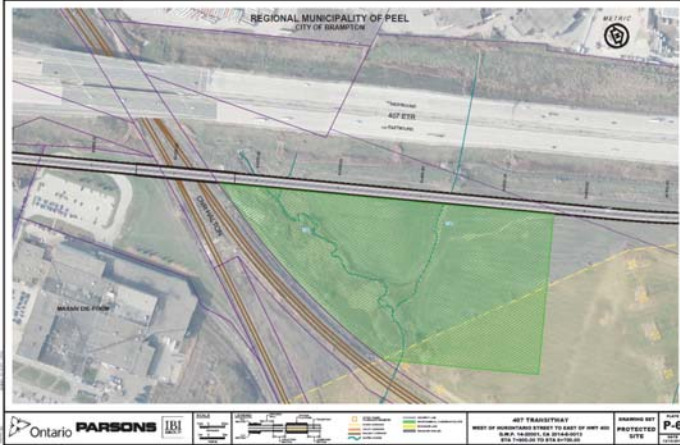
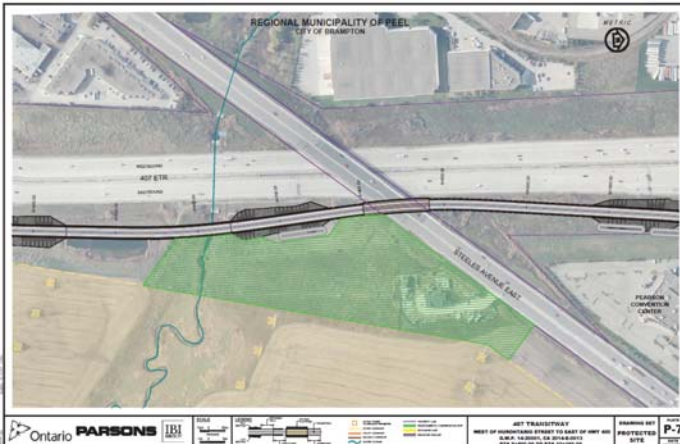
| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|--|--|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | |  <p>As noted above, the 407 Transitway project team is encouraged to work with IO to identify other lands that might be better candidates for environmental compensation.</p> <p>We thank you for the opportunity to provide comments on this undertaking and look forward to continued collaboration in the future. Please feel free to contact the undersigned at 416-212-4874 or Jordan.Erasmus@infrastructureontario.ca to discuss further or obtain additional information.</p> <p>An additional email was received by MTO from IO on March 5, 2018:</p> <p>Attached are several MOI-owned properties that may be suitable for environmental compensation requirements.</p> <ol style="list-style-type: none"> 1) First attachment: Part of P64471 - Part of PIN 140260009 (1.33 acres) 2) Second attachment: Part of P65655 – Part of PIN 140260009 (1.33 acres) 3) Third attachment: Part of PT2436 – Part of PIN 143000171 (70 acres) 4) Fourth attachment: Part of PT2436 – Part of PIN 143000171 (42.58 acres) 5) Fifth attachment: P65625 – Part of PIN 140291352 (24.2 acres) 6) Sixth attachment: P65580 – PIN 140210147 (1.3 acres) |    | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|---|----------|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | <p>7) Seventh attachment: P65618 – Part of PIN 032200232 (6.14 acres)</p> <p>8) Eighth attachment: Part of P65567 – Part of PIN 140291352 (17.42 acres) (To be sent in a following email because of file size)</p> <p>9) Ninth attachment: P65615 – Part of PIN 032220705 (14.18 acres) (To be sent in a following email because of file size)</p> <p>These properties have been preliminarily reviewed by Jordan, Scott and me but may not be ultimately determined to be surplus. May I suggest that you and the project team have a look at the properties and let us know if they might be suitable for environmental compensation. After receiving your team’s feedback, we can investigate further if the properties can be protected for this use or work with your team to identify other parcels within MOI’s portfolio that might be more suitable.</p> | | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|-----------------------------|------------------|-------------|---|---|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | | |
| 10-2 | Jordan Erasmus, Sr. Planner | February 2, 2018 | Chapter 5 | <p>The following email was received from MTO by IO on May 2, 2018:</p> <p>We have reviewed in more detail the two sites your team has identified as suitable alternatives for environmental compensation land related to the 407 Transitway and have some information to share. The 14.18-acre site southwest of Islington Ave. and Hwy 407 in Vaughan (known as P65615 which is a part of PIN 032220705) would appear to be a good site to hold for environmental compensation land related to the 407 Transitway. The 1.3-acre site southwest of Albion Road and Steeles Avenue in Brampton (known as P65580), however, has an easement in favour of TransCanada PipeLines Limited (as part of the King’s North Connection Pipeline Project). Therefore this site may not be suitable for environmental compensation land as the portion subject to the easement may require maintenance (e.g. digging) in the future.</p> | <p>The following response was sent to IO on May 14, 2018:</p> <p>This is further to my letter to you dated April 23rd, 2018 and subsequent discussions I have had with Mr. Ernest Abraham regarding the Draft Environmental Project Report for the above assignment and the lands being protected for environmental compensation.</p> <p>The 407 Transitway Project Team has continued to investigate potential environmental compensation sites for this project in response to the concerns raised by Mr. Abraham regarding the impacts of protecting certain lands on Infrastructure Ontario land sale revenue goals.</p> <p>In addition to the two properties located south/east of the Transitway around Farmhouse Court and the lands east of Martin Grove Road that the Ministry of Transportation previously agreed to</p> | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------------------|-------------------------|---|--|---|--|--|--|---------|----------|--------------------------|-------------------|---|---------------------------|------|------|---|----------------------|-------|-------|---|------------------------------|------|-------|---|---------------------|------|-------|---|----------------------|------|------|---|--------------------|-------|-------|---|-----------------------------|------|------|---|---------------------------------------|------|------|--------------|--------------------------------|-----------------|--------------|---------|---|---|------|----|--------------------|------|------|----|--------------------------|-------|-------|----|---------------------|------|------|--|--|-------|--------|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Please confirm that upon approval of the transitway EA, MTO will release its interest in the sites southeast of Martin Grove Rd. and Hwy 407 and northeast of Farmhouse Court and Tomken Rd. and will identify the 14.18-acre site southwest of Islington Ave. and Hwy 407 in Vaughan (known as P65615 which is a part of PIN 032220705) as environmental compensation lands instead. Or if there is another site required, please advise if any of the other sites I had proposed in my March 5, 2018 email may be suitable. | <p>release, west of Albion Road will no longer be protected due to the existing easement in place on this site. To accommodate these changes, adjustments have been made by adding acreage to identified environmental compensation lands and the addition of a site north of Steeles Avenue East and west of Highway 27, as additionally suggested by Infrastructure Ontario. The table below contains the revised protected sites for environmental compensation.</p> <table border="1"> <thead> <tr> <th colspan="4">407 TRANSITWAY PROTECTED SITES FOR ENVIRONMENTAL COMPENSATION AND LAND EXCHANGE</th> </tr> <tr> <th>PLATE #</th> <th>LOCATION</th> <th>April 23, 2018 AREA (ac)</th> <th>REVISED AREA (ac)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>EAST OF HURONTARIO STREET</td> <td>8.62</td> <td>8.62</td> </tr> <tr> <td>2</td> <td>EAST OF KENNEDY ROAD</td> <td>13.55</td> <td>13.55</td> </tr> <tr> <td>3</td> <td>WEST SIDE OF FARMHOUSE COURT</td> <td>12.4</td> <td>24.99</td> </tr> <tr> <td>4</td> <td>WEST OF TOMKEN ROAD</td> <td>5.04</td> <td>11.06</td> </tr> <tr> <td>5</td> <td>WEST OF SPRING CREEK</td> <td>2.36</td> <td>3.07</td> </tr> <tr> <td>6</td> <td>EAST OF CNR HALTON</td> <td>14.83</td> <td>12.62</td> </tr> <tr> <td>7</td> <td>WEST OF STEELES AVENUE EAST</td> <td>9.79</td> <td>8.26</td> </tr> <tr> <td>8</td> <td>EAST OF GOREWAY DRIVE (LAND EXCHANGE)</td> <td>8.02</td> <td>8.02</td> </tr> <tr> <td>9</td> <td>WEST OF ALBION ROAD</td> <td>1.30</td> <td>0</td> </tr> <tr> <td>9 (new)</td> <td>NORTH OF STEELES AVENUE EAST AND WEST OF HIGHWAY 27</td> <td>0</td> <td>6.10</td> </tr> <tr> <td>10</td> <td>EAST OF HIGHWAY 27</td> <td>1.44</td> <td>1.44</td> </tr> <tr> <td>11</td> <td>WEST OF ISLINGTON AVENUE</td> <td>14.18</td> <td>14.18</td> </tr> <tr> <td>12</td> <td>WEST OF WESTON ROAD</td> <td>9.06</td> <td>9.06</td> </tr> <tr> <td colspan="2">TOTAL AREA (land exchange not included):</td> <td>92.71</td> <td>101.31</td> </tr> </tbody> </table> <p>As stated in my April 23rd letter, to meet our study timelines for finalization of the Transitway Environmental Project Report, please provide the Ministry of Transportation with confirmation by May 25th, 2018 that Infrastructure Ontario is in agreement with the lands identified for environmental compensation for this project as set out in the table and shown on the attached property plates and that they are owned by the Province of Ontario. Please be advised that if a response is not received from Infrastructure Ontario by this date, the Environmental Project Report will remain unchanged.</p> <p>In my April 23rd letter, I also requested that Infrastructure Ontario proceed with the land exchange east of Goreway Drive. We would appreciate confirmation as to when this will occur.</p> | 407 TRANSITWAY PROTECTED SITES FOR ENVIRONMENTAL COMPENSATION AND LAND EXCHANGE | | | | PLATE # | LOCATION | April 23, 2018 AREA (ac) | REVISED AREA (ac) | 1 | EAST OF HURONTARIO STREET | 8.62 | 8.62 | 2 | EAST OF KENNEDY ROAD | 13.55 | 13.55 | 3 | WEST SIDE OF FARMHOUSE COURT | 12.4 | 24.99 | 4 | WEST OF TOMKEN ROAD | 5.04 | 11.06 | 5 | WEST OF SPRING CREEK | 2.36 | 3.07 | 6 | EAST OF CNR HALTON | 14.83 | 12.62 | 7 | WEST OF STEELES AVENUE EAST | 9.79 | 8.26 | 8 | EAST OF GOREWAY DRIVE (LAND EXCHANGE) | 8.02 | 8.02 | 9 | WEST OF ALBION ROAD | 1.30 | 0 | 9 (new) | NORTH OF STEELES AVENUE EAST AND WEST OF HIGHWAY 27 | 0 | 6.10 | 10 | EAST OF HIGHWAY 27 | 1.44 | 1.44 | 11 | WEST OF ISLINGTON AVENUE | 14.18 | 14.18 | 12 | WEST OF WESTON ROAD | 9.06 | 9.06 | TOTAL AREA (land exchange not included): | | 92.71 | 101.31 | |
| 407 TRANSITWAY PROTECTED SITES FOR ENVIRONMENTAL COMPENSATION AND LAND EXCHANGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLATE # | LOCATION | April 23, 2018 AREA (ac) | REVISED AREA (ac) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | EAST OF HURONTARIO STREET | 8.62 | 8.62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | EAST OF KENNEDY ROAD | 13.55 | 13.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | WEST SIDE OF FARMHOUSE COURT | 12.4 | 24.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | WEST OF TOMKEN ROAD | 5.04 | 11.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | WEST OF SPRING CREEK | 2.36 | 3.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | EAST OF CNR HALTON | 14.83 | 12.62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | WEST OF STEELES AVENUE EAST | 9.79 | 8.26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | EAST OF GOREWAY DRIVE (LAND EXCHANGE) | 8.02 | 8.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | WEST OF ALBION ROAD | 1.30 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 (new) | NORTH OF STEELES AVENUE EAST AND WEST OF HIGHWAY 27 | 0 | 6.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | EAST OF HIGHWAY 27 | 1.44 | 1.44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | WEST OF ISLINGTON AVENUE | 14.18 | 14.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | WEST OF WESTON ROAD | 9.06 | 9.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL AREA (land exchange not included): | | 92.71 | 101.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IO-3 | Jordan Erasmus, Sr. Planner | Various | Chapter 5 | Please see Table 8.1, "Infrastructure Ontario" for all additional associated correspondence. Also, all emails are included in Appendix A. | NA. | NA. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MECP-T1 | MECP, Amanda Graham, Air Quality Analyst | February 12, 2018 | Appendix J: Air Quality | Please confirm if passenger vehicle idling emissions were assessed for the passenger pick up and drop off areas. | Noted and confirmed. As identified within Section 4.3.3 of the Air Quality Impact Assessment (AQIA), which is Appendix J of the EPR, the emissions of passenger vehicles within the stations and PPUDO areas were considered. This includes idling of the vehicles within the PPUDO areas. | No changes required to the main body of the EPR. Text stated under Section 4.3.3 of the AQIA (within Appendix J of the EPR) has been added to read: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|-------------------|-------------------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | | "Passenger vehicle emissions from within station parking lots and PPUDO areas were assessed, including idling emissions within each PPUDO area." |
| MECP-T2 | MECP, Amanda Graham, Air Quality Analyst | February 12, 2018 | Appendix J: Air Quality | Section 4.3.4.2 indicates that precipitation was included in the calculation of dust suspended by vehicles on the road. Since this report is assessing worst case conditions (dry) for various averaging periods, precipitation should not be included in this equation. | Noted. While it is noted that the exclusion of precipitation results in more conservative road dust emission estimates, natural mitigation from days of precipitation was nonetheless considered in order to estimate a reasonable, yet still conservative, impact on area particulate emissions from vehicle re-suspension. However, conservatism is maintained within the assessment through other assumptions including utilization of the most conservative default silt loading value, particularly for roads with and ADT greater than 10,000 km. Furthermore, this approach was used and accepted for the AQIA for 407 TW2. | No change to the EPR. |
| MECP-T3 | MECP, Amanda Graham, Air Quality Analyst | February 12, 2018 | Appendix J: Air Quality | Section 4.3.4.2 also mentions that 40% control efficiency can be applied to roadways where the posted speed limit is less than 40 km/hr, according to the WRAP Fugitive Dust Handbook. However, this handbook does not indicate that this control efficiency would be applicable for paved roads, and therefore it should not be applied. | Noted. Even though the WRAP Handbook does not specifically note the use of the control efficiency application for paved roads, it is noted that vehicle speed has an impact on the resuspension of dust on all road surfaces and that the silt loading factors are dependent upon traffic conditions, including speed. Therefore, due to the low speed expected to be travelled within the stations and the conservatism within the default silt loading values used, it was considered appropriate to apply the control efficiency to provide a reasonable estimate of the potential particulate emissions mechanically generated by the station traffic. In addition, the impact of the station traffic on particulate emissions from the overall project is considered to be insignificant compared to the transitway, 407 ETR, and interchanges that any adjustment to the control efficiency will not have an impact on the results and conclusions presented within the AQIA. | No change to the EPR. |
| MECP-T4 | MECP, Amanda Graham, Air Quality Analyst | February 12, 2018 | Appendix J: Air Quality | When generating emission factors using MOVES2014 for the worst case scenario, both January and July should be used and the maximum of the two results should be selected for modelling. | Noted. January and July were both assessed when using MOVES2014 and the maximum result, January, was utilized for the AQIA. | No changes required to the main body of the EPR. Text stated under Appendix A of the AQIA (within Appendix J of the EPR) has been modified to read: "Rather, emissions factors were generated for January and July months to determine the worst-case scenario. The winter emission factors, more specifically January, were then used to calculate emissions for an entire year as they were the most conservative." |
| MECP-T5 | MECP, Header Merza, Senior Noise Engineer | February 12, 2018 | Appendix K: Noise | 1. Vacant Lots: noise and vibration impacts should be assessed for vacant lands which have been committed for future sensitive land uses. These include uses such as: approved site plans, approved condominium plans or draft approved plans of subdivision. | Noted. Land uses within the study area are primarily non-residential. Existing residential areas are already developed except for one area located north of Steeles Avenue and east of Martin Grove Road. Developer plans for this area (including the layout and | No changes required to the main body of the EPR. Text stated under Section 4.1 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR) has been added to read: |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|---|-------------------|----------------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | height of the proposed homes) were already evaluated and a number of representative receptors where selected. | "Land-use zoning was reviewed for the study area and it was concluded that at the time of this report, there were no other future proposed residential developments, or any vacant lands committed for residential development, or with the allowance for residential buildings." |
| MECP-T6 | MECP, Header Merza, Senior Noise Engineer | February 12, 2018 | Appendix K: Noise | <p>2. Tables 5.1, 5.2 and 5.3: Tables 5.1 and 5.2 list the points ofreception with sound levels over Leq(24h) 65 dBA (POR7 to POR10, POR19, POR27 to POR29, POR31 to POR35, and POR54 to POR61) for the asphalt surface and concrete surface options, respectively.</p> <p>In accordance with the MTO's Environmental Guide for Noise (October 2006), these points of reception warrant the investigation of noise control measures. Table .5 .3 lists the points of reception where noise control measures were investigated (POR1 to POR32). Noise control measures should also be investigated for the remaining points of reception listed in Tables 5.1 and 5.2 (POR33 to POR35 and POR54 to POR61). Noise control measures should be recommended when deemed technically, economically and administratively feasible.</p> | Noted. The current text notes that walls are not technically feasible in general due to the fact that the dominant noise source is the existing 407 ETR road traffic. However, additional noise barrier walls were investigated as requested. | <p>No changes required to the main body of the EPR.</p> <p>Text stated in Table 5.3 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR) has been updated with mitigation results for POR33 to POR35 and POR54 to POR61.</p> <p>Text stated under Section 5.1.2 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR) has been added to read:</p> <p>"Similar walls were assessed for POR33 to POR35, and POR54 to POR61 within the study area, and the results are provided in Tab 5.3."</p> |
| MECP-T7 | MECP, Header Merza, Senior Noise Engineer | February 12, 2018 | Appendix K: Noise | 3. Figure 5.1: this figure shows the proposed acoustic barriers for the Hurontario Station. The shown. acoustic barriers' heights and lengths are not labelled on this figure. Furthermore, if these acoustic barriers are investigated but deemed not feasible, then the title of this figure should indicate that these barriers are investigated but not recommended. | Noted. Figure 5.1 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR) has been revised. | <p>No changes required to the main body of the EPR.</p> <p>Text stated in Figure 5.1 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR) has been revised with the new title "Investigated Noise Barrier Wall for Hurontario Station". Legend label for "Noise Barrier Wall" updated to "Noise Barrier Wall (investigated but not recommended)".</p> <p>The height and length of the investigated noise barrier wall was included in Figure 5.1 of the Noise and Vibration Impact Assessment (within Appendix K of the EPR).</p> |
| MECP-T8 | MECP, Header Merza, Senior Noise Engineer | February 12, 2018 | EPR, Main Document | No specific noise comments are made about this report. However, the report's noise excerpts should be checked for consistency with the Noise Report when the above noted comments are addressed. | Noted. No changes to the main body of the EPR are required based on the comments provided. | No changes required to the main body of the EPR. |
| MECP-T9 | MECP, Yves Dagssie | March 20, 2018 | Appendix C: Drainage | First some context... The 407 transitway is a dedicated bus/ transit line following the highway itself. When completed, it will stretch for ~ 150 km from Burlington in the west to Highway 35/135 in the east. I believe the eastern section from Brock road in Pickering to Highway 35/135 was part of the Individual EA for the 407 Eastern extension. The rest appears to be dealt with several Transit Reg EAs as flows: | <p>Stormwater generated from all 407 Transitway stations will be controlled by new SWM ponds located within the confines of each station facility.</p> <p>As in all previous 407 Transitway approved EPR's, the runningway is being proposed to outlet to existing watercourses, and in some instances existing 407 ETR ponds, which are owned and maintained by 407 ETR. The drainage area at each Transitway outlet is less than</p> | <p>Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments" of the EPR has been added to read:</p> <p>"Detailed as-built topographic survey of the existing ponds that are being proposed to be used by the 407 Transitway will be conducted during the final design/pre-construction phase of the project. This task will confirm if the capacity if</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | <ul style="list-style-type: none"> West (Burlington to HWY 400) - the EA for this section has not been fully started - we have not done anything on this part (I believe it is not going to be done soon); Central Part (23 km section from HWY 400 to Kennedy road). We did get involved in the review of this Transit EA in 2010 and 2011; The current project (19 km) from Kennedy Road in Markham to Brock Road in Pickering. <p>The main issues that came up during the review of the Central portion Transit EA (as well as other highway projects) were regarding stormwater management. Often, the main issue is this: MTO agrees that enhanced level of water quality treatment (i.e. a min of 80% TSS removal) would be provided but details would be lacking on how this will be achieved. In some instances, the EA reports that existing ponds/ facilities will be used to service the new transitway. We'd comment that details of the existing ponds (who owns what, is there capacity etc.) should be confirmed before EA is concluded, but often, this is deferred to "detailed design" stage. As project progresses many revisions and updates follow and I am not entirely sure if the SWM plan is as originally envisioned (MTO projects do not go through the ECA process for SWM ponds so we don't get to see the final SWM plan). The second issue that's come up often is the use of grassed swales to achieve enhanced level of water quality control. We appear to have sig differences in opinion about this.</p> <p>The current project is not different. I have previously looked at a draft version of the Environmental Project Report (EPR), dated April 2016. Appendix C to that EPR was the Drainage report, dated Sept 14, 2015. It was incomplete. Then, in June 2016, we received a revised version of the drainage report (revision date: January 29, 2016). Section 5 of this latest report discusses proposed SWM for the transit way.</p> | <p>5 ha, therefore construction of wet ponds to provide quality and quantity control for the paved area of the runningway is not feasible.</p> <p>Note that despite best efforts, as-built drawings and drainage areas for the 407 ETR ponds could not be obtained. Stage-discharge curves and outlet configurations of existing facilities will be conducted after a detailed topographic survey for each pond facility is completed during the final design/pre-construction phase. At this TPAP stage, a desktop overview of the existing ponds and volumes was performed. It is our assumption that the existing 407 ETR ponds would have sufficient capacity to accommodate the controlled peak flow rates from the proposed transitway. If the detailed analysis based on field survey data of the as-built ETR ponds will indicate that the additional volume cannot be accommodated in the existing SWM ponds, other potential solutions such as flat bottom grass swales elongated/cascading facilities, will be considered and discussed with the corresponding agencies as discussed in Section 4.2 of the Drainage Report (Appendix C of the EPR). A commitment has also been added in "Chapter 10: Commitments" of the EPR in this regard.</p> <p>As suggested by the comment, MECP and MTO have a different approach regarding the validity and applicability of the use of enhanced swales to provide the enhanced quality control. All previous 407 Transitway TPAP approved Transitway Sections also included the use of enhanced swales to drain the runningway along with a treatment train approach consisting of grassed embankments to promote sheet flow, grassed swales on both sides of 407 TWY leading to the enhanced swales. Section 4 of the Drainage Report (Appendix C of the EPR) includes detailed discussions and analysis related to the proposed stormwater management strategy for the Transitway facilities (stations, parking lots and runningway).</p> <p>The time of construction of the Transitway facilities is currently unknown. Low Impact Development (LID) technologies, such as permeable pavement and vegetated filter strips, as well as other innovations that may be available in the future to achieve Level 1 Water Quality Protection, consistent with the MECP's "Draft LID SWM Guidance Manual" will be considered during the final design/pre-construction phase, as described in Section 4.2 of the Drainage Report. A commitment has been added in "Chapter 10: Commitments" of the EPR in this regard.</p> | <p>each individual pond is sufficient to accommodate the controlled peak flow rates from the proposed runningway areas (407 Transitway). If the capacity of the existing ponds is determined as insufficient, alternative methods such as flat bottom grass swales, elongated/cascading swales or others will be considered during detailed design. This strategy will be coordinated with MECP and other review agencies to confirm an agreeable solution".</p> <p>Commitment stated under Section 10.3 in Table 10.1 of "Chapter10 – Commitments" of the EPR has been added to read:</p> <p>"Low Impact Development (LIDs) measures such as permeable pavement and vegetated filter strips, as well as other innovations that may be available in the future, to replicate the infiltration of stormwater on site, achieving Level 1 Water Quality Protection, consistent with the MECP's Draft Low Impact Development (LID) Stormwater Management Guidance Manual will be considered during the final design/construction phase."</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------------------|----------------|----------------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| MECP-T10 | MECP, Yves Dagssie | March 20, 2018 | Appendix C: Drainage | <p>As you know, the transitway includes five stations. My understanding is that SWM at the stations includes wet ponds capable for providing enhanced level of water quality control. But, for the remainder of the route, the report claims that enhanced level of water quality control is to be achieved using enhanced swales and dry ponds. This was what I noted: "...stormwater from almost the entire transit roadway is to be treated using enhanced swales. The reason provided is that the catchment area to each outlet point is less than the 5.0 ha requirement to sustain wet ponds..." As I noted above, we have had many discussions on this topic with MTO - we believe it is incorrect to claim enhanced level of treatment will be achieved using swales. I also noted that we do not object to the use of swales for stormwater treatment, however we do not agree that enhanced level of protection can be achieved using swales alone and we do not support their use where a high level of treatment is warranted due to sensitivity of the receiving environment and/or where opportunity exists to consider additional measures. One solution would be to revise the SWM strategy to include additional mitigation measures (such as the use of OGS) to provide enhanced level of quality control. Alternately, MTO may provide the rationale as to why enhanced level of protection is not warranted in this instance. The SWM report in EPR should be revised to clearly reflect the rationale/changes.</p> <p>MTO has responded indicating ponds are not feasible in small catchment areas and that OGS would be too expensive and that swales can indeed achieve enhanced level of treatment. We are aware it's not possible to put in ponds everywhere. But, before I conclude my review, I wanted to have a better sense of TRCA's concerns and where TRCA concurs with MTO on these issues.</p> | <p>Please refer to comment "Response" in comment MECP-T9.</p> <p>TRCA made a comment regarding grassed swales, which is included below, along with our response.</p> <p>TRCA Comment 16: "Water resource engineering has provided comments on the SWM schemes. Staff notes that enhanced swales are proposed and acknowledge this technique was used on the 407. SWM and LID technologies have advanced a lot since the 407 was built. Please provide a discussion of the possible opportunities to improve and incorporate new technologies within the existing SWM scheme. The use of enhanced swales should be supported by the performance of the existing ones along this stretch of 407".</p> <p>Response to TRCA from the 407 Transitway Team: "As your comment indicates, all previous 407 Transitway sections that have been approved also included the use of enhanced swales to drain the runningway. Conditions and performance of the</p> | <p>Please refer to "Proposed Changes to the EPR" as described in comment MECP-T9.</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|-------------------|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | <p>existing swales along 407 ETR were assessed in support of the proposed runningway drainage design.</p> <p>The construction timing of the Transitway facilities is uncertain at this time. Low Impact Development strategy (LID) technologies, such as permeable pavement and vegetated filter strips, consistent with the TRC LID SWM Planning and Design guide, as described in Section 4.2 of the Drainage Report. A commitment has been added in "Chapter 10: Commitments" of the EPR in this regard."</p> <p>As per current MTO's practice, OGS are only provided at parking lots and stations. OGS requires maintenance at regular intervals and this could disrupt transitway operation.</p> | |
| TRCA-1 | TRCA | February 16, 2018 | General | <p>Staff notes that various planning and regulatory instruments including Municipal plans are listed but no mention the CA Act. Please note that the CA Act should be referenced as it relates to natural hazards (slopes, erosion, flooding) in the appropriate sections of the EPR.</p> | <p>Noted. In accordance with the <i>Crown Agency Act</i>, R.S.O. 1990, C.48, s.1, and the <i>Conservation Authorities Act</i>, R.S.O. 1990, C.27, the Ministry of Transportation is exempt from the <i>Conservation Authorities Act</i>. However, information about the <i>Conservation Authorities Act</i>, Ontario Regulation 166/06, and the natural heritage assessment conducted as part of the Transitway project has been added to the EPR. Appropriate design considerations/environmental protection/mitigation measures to minimize the impacts of natural hazards can be found in "Chapters 6 – Impact Assessment, Mitigation, and Monitoring" and "Chapter 9 – Climate Change Considerations".</p> | <p>Section 3.2.1, Land Use Planning Policies of "Chapter 3 – Existing and Future Conditions" has been modified to read:</p> <p>"Conservation Authorities Act</p> <p><i>The Conservation Authorities Act was created by the Ontario Provincial Legislature in 1946 to ensure the conservation, restoration and responsible management of hydrological features through programs that balance human, environmental and economic needs. Under Ontario Regulation 166/06 of the Conservation Authorities Act (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), the Toronto and Region Conservation Authority is responsible for managing the renewable natural resources within nine watersheds in the Greater Toronto Area. The goals of this regulation are to ensure public safety and protect property with respect to natural hazards (including erosion and flooding), and to safeguard watershed health by preventing pollution and destruction of sensitive environmental areas such as wetlands, shorelines, watercourses, and valleylands. This regulation provides TRCA with the authority to regulate interference and development within the regulated area. In accordance with the Crown Agency Act, R.S.O. 1990, C.48, s.1, and the Conservation Authorities Act, R.S.O. 1990, C.27, the Ministry of Transportation is exempt from the Conservation Authorities Act. However, as part of the 407 Transitway project, both the Toronto and Region Conservation Authority and Credit Valley Conservation were involved in the review of the Transitway project and were invited to participate in the Technical Advisory/Resource Group. In addition, a separate meeting with the Toronto</i></p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------------------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | <p>Please note that Conservation Authorities are a commenting agency under the Environmental Assessment Act.</p> <p>Please note that staff acknowledge the participation in the TAC and that the Province is exempt from our Regulation. Staff simply request that the CA Act be referenced with other planning documents so that this list is comprehensive.</p> | <p>Noted.</p> <p>Noted.</p> | <p><i>and Region Conservation Authority took place to discuss the project in more detail. As part of the 407 Transitway project, a detailed natural heritage assessment has been conducted and the appropriate technical reports (including a Drainage, Hydrology, Stormwater Management and Floodplain Hydraulics Report – Appendix C) have been prepared. Environmental protection/mitigation measures are provided in Chapter 6 (Impact Assessment, Mitigation and Monitoring) to minimize impacts to slopes, erosion/sedimentation and flooding. Section 9.4 (Potential Effects of Climate Change on the 407 Transitway) includes a discussion of extreme weather events, erosion and sedimentation control and increases in lake and water levels and outlines the proposed design considerations and protection measures to mitigate these natural hazards.”</i></p> <p>No change to the EPR.</p> <p>No change to the EPR.</p> |
| TRCA-2 | TRCA | February 16, 2018 July 26, 2018 | EPR Chapter 10, Section 10.3. | <p>Future Commitments - Please define Valleyland Management Plan – Section 10.3.</p> <p>Staff understands riparian habitat and valley land management has been discussed in Chapter 6 and in chapter 4.2.3.2 of the Final EPR. What was requested was a definition. Staff wishes to ensure that there is an understanding between riparian and vegetation management vs management of the form and function of the valley feature. Future details please see The Living City Policies.</p> | <p>Section 6.3.1, Natural Environment of “Chapter 6 – Impact Assessment, Mitigation and Monitoring (and Section 4.2.3.2, Riparian Habitat and Valleyland Management of “Appendix E – Terrestrial Ecosystems Existing Conditions and Impact Assessment Report”) includes a discussion on riparian habitat and valleyland management. As noted in the EPR, valleyland management will take place for those vegetation communities where such management is recommended.</p> <p>Noted.</p> | <p>No change to the EPR.</p> <p>No change to the EPR.</p> |
| TRCA-3.a | TRCA | February 16, 2018 | EPR Chapter 4 | <p>It is understood that alternatives and evaluation is provided in Section 4.</p> <p>a) Staff would appreciate request a summary evaluation, in table format, of the comparison of all crossing structures sizing and modelling. Please provide a quantitative analysis of the impacts to flooding and erosion (modelling), and associated impacts to the</p> | <p>I. There is no evaluation of crossing structures as hydraulic analysis was conducted only for the footprint of the preferred alignment alternative. The sizing of the proposed water crossing structures is included in Tables 5.9 and 5.10, Sections 5.3.1 and 5.3.2 of “Chapter 5 – Final Project Description” of the EPR. A comparison with sizing of the 407 ETR existing</p> | <p>I. No change to the EPR.</p> <p>II. Commitment stated under Section 10.3 in Table 10.1 of Chapter 10 – “Commitments” of the EPR has been added to read:</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|-------------------|---------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | <p>natural heritage system including watercourses, terrestrial natural heritage and wildlife crossings (where appropriate). Please ensure that the explanation includes fill/grading, works below grade, construction practices such as dewatering.</p> <p>Note: This comment involves various topics. To facilitate the response, the comment has been broken down into four topics.</p> <ol style="list-style-type: none"> I. Staff would appreciate request a summary evaluation, in table format, of the comparison of all crossing structures sizing and modelling. II. Please provide a quantitative analysis of the impacts to flooding and erosion (modelling). III. Associated impacts to the natural heritage system including watercourses, terrestrial natural heritage and wildlife crossings (where appropriate). IV. Please ensure that the explanation includes fill/grading, works below grade, construction practices such as dewatering. <ol style="list-style-type: none"> I. Not Addressed but Noted. II. Not Addressed but Noted. Please ensure that sufficient property is available to address any Nature Hazard concerns further to the Provincial Policy Statement and TRCA's areas of interest. III. Noted. <p>Please see new comment 3b (below).</p> | <p>structures was conducted. The Transitway structures have same or greater spans and higher elevations than the ETR structures.</p> <ol style="list-style-type: none"> II. Detailed flooding and erosion impacts and mitigation measures, if necessary, will be confirmed in the pre-construction design phase through a detailed Meander Belt Analysis. III. Comparative impacts to the natural heritage of the alignment alternatives were included in Tables 4.2 to 4.9 in "Chapter 4 – Identification of Alternatives and Evaluation Process" of the Draft EPR. Additionally, mitigation measures and monitoring of impacts of the preferred alternative were included in "Chapter 6 – Impact Assessment, Mitigation and Monitoring" of the Draft EPR. IV. Section 4.3 has been added to "Chapter 4 – Identification of Alternatives and Evaluation Process" of the EPR to address rationale and criteria used to identify and assess the horizontal and vertical alignment alternatives, including water crossing effects and constructability considerations. Note that all water crossings/floodplains are being crossed above grade, respecting high water levels, terrestrial natural heritage and wildlife, fill/grading approach, as described in "Proposed Changes to the EPR" for comment TRCA-3.b. <ol style="list-style-type: none"> I. Noted. II. Noted. III. Noted. <p>Noted.</p> | <p>"During the pre-construction design phase, a detailed Meander Belt Analysis will be conducted in the major water crossings to confirm flooding and erosion impacts."</p> <ol style="list-style-type: none"> III. No change to the EPR. IV. Please refer to "Proposed Changes to the EPR" as described in comment TRCA-3.b. <ol style="list-style-type: none"> I. No change to the EPR. II. No change to the EPR. III. No change to the EPR. <p>No change to the EPR.</p> |
| TRCA-3.b | TRCA | February 16, 2018 | EPR Chapter 4 | <p>(Continued from above).</p> <ol style="list-style-type: none"> b) Please include how it was determined which segments of the transitway are proposed above/below/at grade. Please explain how the impacts to the natural features (watercourses) were considered – evaluated (not just an inventory of what is existing). Please | <ol style="list-style-type: none"> I. Please refer to Item IV in "Response" as described in comment TRCA-3.a. II. Please refer to Item III in "Response" as described in comment TRCA-3.a. | <ol style="list-style-type: none"> I. Section 4.3, Rationale to identify Transitway Alignment Alternatives of "Chapter 4 – Identification of Alternatives and Evaluation Process" has been added to read: |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | <p>confirm if there is enough room to implement proposed alignments while maintaining flows to watercourses.</p> <p>Note: This comment involves various topics. To facilitate the response, the comment has been broken down into three topics.</p> <ol style="list-style-type: none"> I. Please include how it was determined which segments of the transitway are proposed above/below/at grade. II. Please explain how the impacts to the natural features (watercourses) were considered – evaluated (not just an inventory of what is existing). III. Please confirm if there is enough room to implement proposed alignments while maintaining flows to watercourses. | <p>III. There is enough room to implement the proposed alignment while maintaining flows to watercourses. The proposed water crossing structures will convey the flows. Quality control follows the MTO Highway Drainage Design Standards as shown in “Chapter 5 – Final Project Description”, Table 5.17.</p> | <p>“4.3 Rationale to identify Transitway Alignment Alternatives</p> <p>To identify alignment alternatives several essential factors were considered including the following:</p> <ul style="list-style-type: none"> • Land Availability – Once the south side of 407 ETR was selected as the preferred corridor, land availability, avoiding environmental impacts of Provincial Significance and when possible impacts to major property and major utility plants such as the Hydro Corridor and the Park Belt Utility Corridor, were assessed to define potential swaths suitable to accommodate the runningway. • Potential Station Sites – Optimizing integration with feasible locations for station sites which were identified based on ridership analysis, station spacing, optimum transit integration, etc. as discussed in Chapter 2, was considered. • MTO Transitway Design Standards – Both horizontal and vertical potential alignments were developed in accordance with the approved Transitway Design Standards for BRT and potential future conversion to LRT. • Watercourse and Floodplain Crossings – several factors to consider at watercourse and floodplain crossings include: <ul style="list-style-type: none"> • Avoiding or at least minimizing impacts to natural heritage and wildlife crossings (where appropriate) by providing sufficient height to clear the 100-year storm and/or the regional storm high-water level; spanning to cover the floodplain when possible, or at least minimizing impact to water flow. • Assessing potential impact to flooding and erosion when crossing watercourses, by avoiding locations sensitive to meander. During the final design phase prior to construction, meander belt analysis will be conducted to verify potential impacts and mitigation measures will be discussed and coordinated with TRCA and MECP where appropriate. • Cultural Heritage – Avoiding or at least minimizing impacts to cultural heritage by locating the runningway alternatives away from sensitive sites. • Hydro One Design Restrictions – With the Hydro Corridor geographically located basically parallel to 407 ETR along the study area, Hydro One design restrictions and limitations were met including horizontal clearance from the towers to allow emergency and maintenance access and vertical clearance from the transmission cables to prevent electromagnetic impact. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | 3b) NEW COMMENT: The response indicates that there is enough room to implement the proposed alignment while maintaining flows to watercourses. It is still unclear how the features will be accommodated. As per one of original comments, "A below grade crossing is proposed at the CNR tracks, just east of Airport Rd. However watercourses M5 and M6 can be found in this general location. Please clarify how flows will be maintained as the below grade portion appears to be very short and it's unclear how below grade access will be achieved in such a short stretch. In addition, there are two branches which feed into the Mimico Creek east of the CNR. Please indicate how flows will be maintained." | 3b) CNR is on an approximately 8 metre embankment. The proposed profile of the Transitway is crossing under CNR and over the two watercourses, M5 and M6, which are approximately 12 metres deeper than the CNR embankment. Plate 17 of "Chapter 5 – Final Project Description" illustrates the proposed profile of the Transitway, maintaining flow through the watercourses. Note that prior to implementation, the design, including the crossing structures of all watercourses will be reviewed, and construction techniques will be analyzed to minimize any effects to the watercourses free flow. As stated in "Chapter 10 – Commitments" of the EPR, any design variation conducted during the pre-implementation phase, will be consulted with TRCA and other relevant agencies. | <ul style="list-style-type: none"> • Existing Road and Rail Line Crossings – Crossing all existing and future vehicular and rail facilities will be grade separated. Impact of existing utilities, and minimum clearance requirements to cross over or under existing roads and rail lines were followed. • Construction Methods and Considerations – Adequate construction methods, as well as detailed mitigation and control measures in areas where the footprint of the 407 Transitway may affect floodplains, existing utilities, local traffic in grade separations, traffic on 407 ETR, private property etc. caused by the Transitway, will be discussed and coordinated with Municipalities, Conservation Authorities, property owners, and all other affected stakeholders during final design/construction phase of the project. II. No change to the EPR. III. No change to the EPR. 3b) No change to the EPR. |
| TRCA-4a | TRCA | February 16, 2018 July 26, 2018 | General | West of Hurontario to East of Kennedy Rd a) The Hurontario Station appears to be located within CVC's jurisdiction. Please contact CVC for further direction. Noted | Noted. CVC has been contacted as part of this study. Noted. | No change to the EPR. No change to the EPR. |
| TRCA-4b | TRCA | February 16, 2018 July 26, 2018 | General | <i>(Continued from above).</i> b) Please indicate whether the proposed below grade alignment will accommodate the future Hurontario LRT and whether the LRT route into the new Maintenance and Storage Facility has been considered. Noted | The proposed alignment and grading were designed avoiding conflicts with the Hurontario LRT OMSF, connecting track and maintenance road, as per the latest design received from Metrolinx on December 14 th , 2017. Note that Metrolinx has been included and consulted as a Stakeholder throughout the duration of this project. Noted. | No change to the EPR. No change to the EPR. |
| TRCA-4c | TRCA | February 16, 2018 July 26, 2018 | General | <i>(Continued from above).</i> c) A watercourse located west of Kennedy Road has not been labelled or identified and will need to be addressed in the design of the transitway. Please revise the figures to include the missing watercourse or identify where this is identified in the EPR. a. It appears one of the head water features (watercourse) is still missing at the west of crossing. The response indicates that this feature will be drained through a pipe culvert. TRCA staff has been working with Metrolinx on the design of the Maintenance and | This feature is the south ditch of 407 ETR. The tributary area is only 3.77 hectares, which will be drained through a pipe culvert at the Transitway crossing. At this stage, only box culverts and bridges are being included in the EPR. Pipe culverts are to be determined in final design/pre-construction phase. The watercourse located west of Kennedy Road (tributary area: 3.77 hectares) was not defined in the drainage data map received as part of background materials; a preliminary hydraulic analysis was undertaken in Culvert Master. The results indicate that a 900mm | No change in the EPR. No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | Storage Facility south of Highway 407 at Hurontario to ensure this feature is conveyed through the site. Please confirm that flows will be maintained. Please note TRCA engineering staff may have additional comments. | diameter culvert is sufficient for conveyance. Please refer to Chapter 3 of the Drainage report, Section 3.3.1 Etobicoke Creek Watershed. The drainage area map and modelling results of culvert analysis can be found in Appendix D of Drainage report. In the implementation phase, further investigation and analysis should be undertaken to consider any changes related to HuLRT Maintenance and Storage Facility (MSF) south of 407 ETR. | |
| TRCA-5 | TRCA | February 16, 2018 July 26, 2018 | General | East of Kennedy to West of Tomken According to our mapping, it appears that portions of the watercourse between Kennedy and 410 are missing. Please ensure the entire natural feature is captured in the mapping. Noted. | Watercourses E3 and E4 have been added in the plan and profile drawings. Noted. | Plate 4 of "Chapter 5 – Final Project Description" has been revised. No change to the EPR. |
| TRCA-6 | TRCA | February 16, 2018 July 26, 2018 | General | Dixie Rd Station This station appears to be located within the flood plain. See comment #16. The response indicates that a portion of the station falls within the Regional flood plain. Further comments pending by TRCA Water Resources Engineer. | The station surface facility of Dixie Rd Station is inside the Hydro One Corridor under the transmission lines. The elevation/grading design is meeting the vertical requirements from Hydro One due to electromagnetic restrictions. The facility is located outside of the 100-year floodplain; however, a small portion of the station does fall within the regional floodplain. Mitigation measures such as warning signage will be considered during the pre-construction design phase. This is the only site available for a station facility at Dixie Rd. as indicated in Chapter 4 of the EPR. Noted. | No change to the EPR. No change to the EPR. |
| TRCA-7 | TRCA | February 16, 2018 | General | Bramalea Rd The Bramalea GO station is located just north of Hwy 407. It's unfortunate that there is no connection to the station from the transitway. Please clarify if GO station users will have access to the transitway. | A comprehensive analysis of the selected station sites, including considerations for a Bramalea GO Station connection, is included in "Chapter 2 – Transportation Needs", "Chapter 4 – Identification of Alternatives and Evaluation Process", and "Chapter 5 – Final Project Description". At Bramalea Road, through the evaluation process it was concluded that the most efficient and cost-effective option was to provide an interlining bus service connection on Bramalea Road to connect the Transitway facility to Bramalea GO Station, as described in Table 4.4D – Segment C.2 in "Chapter 4 – Identification of Alternatives and Evaluation Process" of the EPR. Thus, GO station users will have access to the transitway. | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | Noted. It is noted in the response that an analysis of the connections is provided in several chapters of the report. Through analysis it was concluded that an interlining bus services would be provided between GO and Transitway facility at this location. Deferred to MTO to determine whether a connection is feasible. | Noted. | No change to the EPR. |
| TRCA-8a | TRCA | February 16, 2018 July 26, 2018 | General | <p>Above Grade alignments</p> <p>a) Please provide the rationale for the various lengths of above versus below versus at-grade alignments. For instance, an above-grade alignment is shown west of Airport Rd at crossing M4. Depending on how this will be designed, there most likely will be additional fill located in the area of the watercourse/flood plain.</p> <p>The response indicates that there is enough room to implement the proposed alignment while maintaining flows to watercourses. It is still unclear how the features will be accommodated. Please see comments #3b.</p> | <p>Please refer to “Response” as described in comment TRCA-3.b.</p> <p>The 407 Transitway profile being included in Plate 14 of “Chapter 5 – Final Project Description” of the EPR, illustrates the proposed crossing of Watercourse M4. The existing 407 ETR pond just west of the watercourse is being recommended to be relocated. Note that prior to implementation, the design, including the crossing structures of all watercourses will be reviewed, and construction technics will be analyzed to minimize any effects to the watercourses free flow. As stated in “Chapter 10 – Commitments” of the EPR, any design variation conducted during the pre-implementation phase, will be consulted with TRCA and other relevant agencies.</p> | <p>Please refer to “Proposed Changes to the EPR” as described in comment TRCA-3.b.</p> <p>No change to the EPR.</p> |
| TRCA-8b | TRCA | February 16, 2018 July 26, 2018 | General | <p><i>(Continued from above)</i></p> <p>b) It is also unclear as to why the above-grade portion of the transitway ends close to the eastern edge of the watercourse. Please note that these details will need to be addressed to ensure drainage patterns are maintained, watercourses protected and impacts to flood plains are addressed.</p> <p>Noted. Under Review.</p> | The structure has been extended west to clear the floodplain, avoiding adding backfill within the floodplain. | The grading and structure location in Plate 14 of “Chapter 5 – Final Project Description” have been revised to illustrate the extension of the proposed structure. |
| TRCA-9 | TRCA | February 16, 2018 July 26, 2018 | General | <p>South of Steeles west of Airport Rd.</p> <p>It is our understanding that the Region of Peel is currently constructing a new sanitary sewer in this general location. Please ensure this has been coordinated.</p> <p>The response indicates consultation and coordination with the Region of Peel has been made to avoid impacts to the existing sanitary sewer. Please include the consultation and coordination notes in the final report.</p> | <p>Proper consultation and coordination with Peel Region has been followed to avoid impact to the existing sanitary sewer, as stated in the Peel Region Comments and Responses.</p> <p>Noted.</p> | <p>The profiles in Plates 1 and 2 in “Chapter 5 – Final Project Description” have been modified to avoid impact to the existing sewer.</p> <p>No change to the EPR.</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-----------------------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| TRCA-10a | TRCA | February 16, 2018 July 26, 2018 | General | <p>Other locations</p> <p>a) A below grade crossing is proposed at the CNR tracks, just east of Airport Rd. However, watercourses M5 and M6 can be found in this general location. Please clarify how flows will be maintained as the below grade portion appears to be very short and it's unclear how below grade access will be achieved in such a short stretch. In addition, there are two branches which feed into the Mimico Creek east of the CNR. Please indicate how flows will be maintained.</p> <p>Under Review.</p> | <p>Due to the CNR tracks being on an 8m embankment at this location the Transitway will pass below the rail line and bridge over watercourses M6 to the west and M7 to the east.</p> <p>Construction methods such as the use of coffer-dams will be discussed with TRCA prior to the implementation phase to ensure flows can be maintained.</p> | <p>Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments" of the EPR has been added to read:</p> <p><i>"Adequate construction methods and detailed mitigation and control measures including feasible actions up and/or down stream to decrease any potential impact caused by the Transitway, in areas where the footprint of the 407 Transitway may affect the floodplain in extraordinary events (Regional storm), will be discussed and coordinated with TRCA and any other applicable agencies prior to the initiation of construction".</i></p> |
| TRCA-10b | TRCA | February 16, 2018 July 26, 2018 | General | <p><i>(Continued from above).</i></p> <p>b) An at-grade alignment is proposed west of Gorewood Drive. There is a large flood plain in this location. Please clarify how the transitway will be constructed without having impacts to the flood plain and without flooding the transitway.</p> <p>Under Review.</p> | <p>The structure has been extended west to clear the floodplain, avoiding filling within the floodplain. In floodplain areas, adequate construction methods will be determined during the final design phase, prior to implementation. This will be discussed and coordinated with TRCA and other relevant agencies. A commitment has been added to "Chapter 10 – Commitments" describing the above.</p> <p>Note that the 407 Transitway profile is higher than 407 ETR in this section.</p> | <p>The grading and structure location in Plate 20 in "Chapter 5 – Final Project Description" has been revised to illustrate the extension of the proposed structure.</p> <p>Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments", of the EPR has been added to read:</p> <p><i>"Adequate construction methods and detailed mitigation and control measures including feasible actions up and/or down stream to decrease any potential impact caused by the Transitway, in areas where the footprint of the 407 Transitway may affect the floodplain in extraordinary events (Regional storm), will be discussed coordinated with TRCA prior to the initiation of construction."</i></p> |
| TRCA-10c | TRCA | February 16, 2018 July 26, 2018 | General | <p><i>(Continued from above).</i></p> <p>c) An above-grade crossing at H1 (Claireville) is proposed. Please note that our mapping shows a small tributary which feeds into the main branch. Please clarify how all features will be maintained. Please clarify what type of watercourse crossing structure is proposed at this location</p> <p>c) Type of watercourse structure to be used has not been identified. The responses indicated that the transitway is at least 30m away from the features. To be reviewed by TRCA Water Resources Engineer.</p> | <p>The 407 Transitway is located over 30 metres away from the small tributary that feeds into the main branch. Therefore, all features will be maintained.</p> <p>The referred small tributary running parallel to 407 ETR and Steeles Avenue, does not cross the 407 Transitway. The tributary feeds West Humber River 30 metres north of the 407 Transitway, as illustrated in Plate 22 of "Chapter 5 – Final Project Description" of the EPR.</p> | <p>No change to the EPR.</p> <p>No change to the EPR.</p> |
| TRCA-11 | TRCA | February 16, 2018 | Appendix C, Drainage Report | <p>Water Resource Engineering</p> <p>Page 1 of the Drainage Report prepared by Parsons states that 8 stations including Martin Grove are proposed along the study limits, while section 4.2.2 (page 42) of the same report indicates</p> | <p>In total, 7 stations are being proposed. The Drainage Report has been revised accordingly.</p> | <p>Typo correction made to Page 1 of the Drainage Report (Appendix C of the EPR).</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-----------------------------|--|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | that only 7 stations are proposed. Please clarify or adjust accordingly. Under Review. | | |
| TRCA-12 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Please provide a digital copy of the VO2 models prepared for both the transitway and the stations. Further detailed comments will be provided once the hydrologic modeling files are fully reviewed. Under Review. | VO2 models for both the 407 Transitway Alignment and Stations have been provided. | No change to the EPR. |
| TRCA-13 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Storm distribution and quantity control proposed for sites within the Etobicoke and Mimico Creek watershed are acceptable. However, for the Humber River watershed the TRCA will require the consultant to run the 6 and 12-hour AES distribution and select the storm requiring the greater storage volume. It should be noted that in areas within the Humber River watershed where quantity control is required; post-development flows must be controlled to unit flow rates consistent with TRCA SWM criteria (2012). Under Review. | Noted. For the Humber River Watershed, a 6hr-AES distribution storm has been added in the hydrologic models for both the runningway and stations. Of the two storms, the storm criteria that requires larger storage volume is being used in the design (most conservative). Unit flow rates for Humber river watershed have been applied as the control limit for post-development condition as per TRCA SWM Criteria (2012). | Model results are being updated and the design reviewed as applicable. |
| TRCA-14 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | The Drainage Report does not provide details on TRCA erosion and water balance requirements. Please add a section within the SWM report to include TRCA erosion and water balance requirements consistent with Table 2-2 (page 10) of TRCA SWM criteria (2012) along with details on how those requirements would be met. It should be noted that these requirements apply not only to the stations but also to the transitway. Under Review. | Water Balance has been added to the SWM criteria. Erosion control has been considered in the station design. Along the runningway, enhanced swales which infiltrate the runoff and help to achieve water balance requirements are being proposed, following MTO design criteria and as designed in the previously approved TPAP sections of the 407 Transitway. To improve efficiency of water balance, Low Impact Development strategy (LID) technologies, such as permeable pavement and vegetated filter strips, consistent with the TRCA LID SWM Planning and Design guide, were discussed in Chapter 9 "Climate Change Considerations" of the EPR. Additionally, a commitment regarding LID has been added to the EPR. | "Water Balance" has been added as a criterion in Table 4.1 in "Chapter 4 – Identification of Alternatives and Evaluation Process" of the EPR. Summary pond-drainage area tables in Section 4.2.2 of the "Appendix C: Drainage Report" of the EPR have been revised based on erosion control criteria (retaining 5mm on site and 25mm for 48hr). Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments" of the EPR has been added to read: <i>"Low Impact Development (LIDs) measures such as permeable pavement and vegetated filter strips, as well as other innovations that may be available in the future, to replicate the infiltration of stormwater on site, consistent with the TRCA LID SWM Planning and Design Guideline will be considered during the final design/construction phase".</i> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-----------------------------|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| TRCA-15 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Proposed works, mitigation measures and supporting calculations for the stretch of the transitway within the Fletchers Creek watershed are deferred to Credit Valley Conservation (CVC) for review and approval. Under Review. | Noted. | No change to the EPR. |
| TRCA-16 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | A channel enclosure of approximately 132.5m is proposed through Highway 27 Station. TRCA does not support enclosure of watercourses. Further hydro-geomorphological studies and a more robust hydraulic assessment that capture the complexity of the site will be required for this site. The hydraulic assessment should take into account associated works and final configuration of the ongoing 407 patrol yard. Under Review. | The 407 ETR Yard project has not yet been finished. Given this constraint, our analysis is using pre-existing conditions. The receiving existing drainage system is 2.4m x 1.2m enclosed for at least 300m, all the way to the CNR track. The study team analyzed the enclosure using EPA SWM 5.1 as the hydraulic modelling tool for this system. The resulting HGL was then used for boundary condition at cross section #90. The study team has modified its original enclosure by minimizing the length of this culvert. Refer to Figure F-6. An open channel is now proposed between the two ponds. Although this water course has been completely enclosed downstream of Steeles Avenue, it is understood that its capacity is limited creating a backwater effect upstream. The Transitway is located well above the maximum water elevation. In the existing conditions, the excess runoff will become overland flow. The proposed condition will be the same. The design is providing wetland storage just upstream of the Transitway and adding two ponds to alleviate flooding. | Figure F-6 in "Appendix C: Drainage Report" has been revised. |
| TRCA-17 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | As previously noted for above, please provide a discussion on potential filling in the flood plain as a result of the proposed works or confirm all existing grades are maintained and no filling within the Regional floodplain is anticipated. It would be of special interest the area east of Pine Valley drive where raising the transitway profile may be required. Under Review. | Structures have been extended to clear the floodplain, avoiding filling within the floodplain. Please refer to "Response" as described in comments TRCA-8b and 10b . For the area just east of Pine Valley Drive, the alignment must cross the Hydro One Corridor from north to south under the transmission lines. The 407 Transitway profile has been raised providing the highest elevation possible at this location while meeting the transmission cable clearance requirements due to electromagnetic restrictions. Please note that the revised profile clears the 100-year storm floodplain level. | Please refer to "Proposed Changes to the EPR" as described in comments TRCA-8b and 10b . |
| TRCA-18 | TRCA | February 16, 2018 | Appendix C, Drainage Report | It appears that in order to avoid realignment of Rainbow creek between stations 19+300 and 19+500 of the 407 TWY retaining walls would be proposed. Potential increases in water surface elevations and reduction of riparian storage along with hydro-geomorphology issues resulting from the proposed retaining walls should be further investigated. | The horizontal and vertical alignment shown at this TPAP phase of the project was developed to minimize impacts to the watercourse. The proposed alignment is located as close as permissible to 407 ETR to minimize the height of the required retaining walls. Cross sections illustrating proposed runningway grading and high-water level are illustrated in Section 5.1 in "Chapter 5 – Final Project Description" of the EPR. | Section 5.1 in "Chapter 5 – Final Project Description" of the EPR includes cross sections between stations 19+300 and 19+500. Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments" of the EPR has been added to read: |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-----------------------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | Under Review. | A commitment has been added regarding any potential impact to riparian storage and hydrogeomorphology. | <i>"During the pre-construction phase, prior to implementation, any impact to riparian storage and hydrogeomorphology will be further investigated and corresponding mitigation measures (if applicable) will be defined following consultation with TRCA and applicable agencies."</i> |
| TRCA-19 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | There are inconsistencies with the settling lengths, and drawdown time calculations. Based on calculation provided in Appendix F (falling head equation), some of the proposed SWM ponds do not meet the 48 hours detention target (i.e., SWMF5 & 5A, SWMF6, etc.). Please confirm or revise accordingly. Please refer to equation 4.10 and 4.11 (page 4-58) of the MECP SWM Design Manual (2003). Under Review. | In the case of small drainage areas (less than 3 hectares), even with minimum 75-mm orifice, 25-mm the water volume will drain out in less than 48 hours. Although 48-hours detention cannot be targeted for small drainage areas, at least 24-hours detention can be achieved, which is the criterion noted in MECP SWM Design Manual (2003). | No change to the EPR. |
| TRCA-20 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Please provide a discussion on ponds where the minimum 75mm may not be feasible (i.e., SWMF 1A). Further, please revise the design of the SWM facilities to include minimum slopes, safety benches, forebay access etc. consistent with the SWM Design Manual (MECP 2003). Under Review. | Some drainage areas for small ponds (less than 5 hectares), would not meet the 48-hrs drawdown time requirement using the 75-mm orifice. SWM facilities were designed using MTO standards and requirements. Where feasible the proposed solution has allowed sufficient area to meet these requirements. The ponds will be fenced and not accessible to the public. According to the SWM Design Manual (MECP 2003), in instances where a perforated riser outlet is designed, the orifice is protected by the smaller perforations in the riser and a minimum orifice size of 50mm is acceptable. | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-19 . |
| TRCA-21 | TRCA | February 16, 2018 | Appendix C, Drainage Report | Please confirm the groundwater level at each pond location. Please provide a discussion on potential groundwater/dewatering issues, mitigation measures etc. | The groundwater assessment completed as part of the 407 Transitway TPAP presents a generalized interpretation of hydrogeological conditions and was based on available background hydrogeological information and a visual survey. No site specific testing/monitoring was conducted. As noted in Table 10.1 (Commitments Summary), hydrogeological conditions within the study area will vary locally and are subject to confirmation with actual site specific investigations by a qualified hydrogeologist prior to construction, as necessary, including (but not limited to) boreholes, monitoring wells, test pits, groundwater hydraulic testing chemical analysis. The potential impact of the proposed construction works on groundwater resources (including the groundwater recharge/flow system and suspected areas of high water table) will be reassessed (as warranted) based on this more detailed site specific hydrogeological data prior to construction. Further investigation/monitoring will be completed and appropriate | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-----------------------------|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | Not addressed but noted. | mitigation measures incorporated into the design prior to construction, as required. Noted. | No change to the EPR. |
| TRCA-22 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | An emergency spillway is required to pass the greater of the 100-year and Regional peak flows assuming 50% blockage of the outlet structure. Please provide further details and refine calculations. Under Review. | Full blockage of the outlet structure (as opposed to 50%) has been assumed for the this Design. Calculations are included in Appendix F of the "Appendix C: Drainage Report" of the EPR. Note that the spillway design provided for each pond passes the greater of 100-year and Regional peak flows (most conservative). | Spillway design shown in Figures F-1 to F-7 in "Appendix C: Drainage Report" of the EPR. |
| TRCA-23 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Please provide the 5mm retention requirement for each station area per TRCA SWM Criteria (2012). Staff would encourage the use of Low Impact Development (LIDs) measures to replicate the infiltration of stormwater on site consistent with the TRCA LID SWM Planning and Design guide. Under Review. | Erosion control has been considered in the station design. To replicate infiltration of stormwater on site, Low Impact Development strategy (LID) technologies, such as permeable pavement and vegetated filter strips, consistent with the TRCA LID SWM Planning and Design guide, were discussed in Chapter 9 "Climate Change Considerations" of the EPR. Additionally, a commitment regarding LID has been added to the EPR. | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-14.a . |
| TRCA-24 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Please include a plan with the proposed SWM facilities with operational elevations in addition to 2 cross sections (length and width) through the pond including the outlet structure. Under Review. | Outlet details for each pond are included in Tables F.1A-e, F.1B-e, F.2A-e, F.2B-e, F.3-e, F.4-e, F.5A-e, F.5B-e, F.6-e, F.7-e in Appendix F of "Appendix C: Drainage Report" of the EPR. These tables show pond water levels, orifice sizes, and elevations. The vertical permanent water level and outlet control structure with different vertical elevations are indicated on the details of the station drawings. In addition, pond cross sections are being added to the EPR document, as requested. | Cross-sections have been added to Figures F-1 to F-7 in "Appendix C: Drainage Report" of the EPR. |
| TRCA-25 | TRCA | February 16, 2018 July 26, 2018 | Appendix C, Drainage Report | Please confirm there would be no impact to the designed SWM pond outlet control from the Regional flood at each station. Under Review. | SWM ponds are designed to control the 100-year storm flood. Spillways are being included for conveyance to mitigate extraordinary floods. | Cross-sections have been added to Figures F-1 to F-7 in "Appendix C: Drainage Report" of the EPR. |
| TRCA-26 | TRCA | February 16, 2018 | Appendix C, Drainage Report | <i>A proper hydraulic review could not be conducted as the digital HEC RAS files were not provided. However, some general comments are listed below. The consultant may refer to the HEC RAS user's manual and the TRCA Technical Guidelines for Flood Hazard Mapping (2017) for further guidance.</i> a) Please provide a digital copy of the HEC RAS and HY-8 files including pre and post-development scenario/plan in separate files for all crossings. b) All crossings should be simulated using standard HEC-RAS modeling procedures (i.e.4 cross-sections, ineffective flow options, etc.). | HECRAS files are being provided to TRCA | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|------------------------------------|-------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | <p>c) TRCA standard Manning’s “n” values will be used. (0.035 along the channel and 0.08 on the overbanks)</p> <p>d) Cross-sections should be large enough to contain the Regulatory flood.</p> <p>e) Block Obstruction command will be used to simulate buildings within the Regulatory flood plain.</p> <p>f) Without specific boundary conditions the model will be at a sufficient distance downstream to ensure resulting water surface elevations through the subject site are appropriate. A sensitivity analysis will be required to confirm boundary conditions.</p> <p>g) In the HEC-RAS output, it is recommended that each watercourse be labelled with number and name consistent with labels on the associated figure (i.e. WC1 = Etobicoke) for ease of review.</p> <p>Under Review.</p> | | |
| TRCA-27 | TRCA | February 16, 2018 July 26, 2018 | | <p>Geotechnical</p> <p>Please add geotechnical and slope stability studies and erosion hazard assessment to commitments to future actions.</p> <p>The comments were acknowledged and the commitments to address the comments were presented within the response to the comment TRCA031b. Therefore, no further action required at this stage and TRCA will continue the geotechnical review at the detailed design stage upon receiving further studies and documents.</p> | <p>Please refer to “Response” in comment TRCA-31.b.</p> <p>Noted.</p> | <p>Please refer to “Proposed Changes to the EPR” in comment TRCA-31.b.</p> <p>No change to the EPR.</p> |
| TRCA-28a | TRCA | February 16, 2018 July 26, 2018 | General | <p>Ecology</p> <p>a) In the intro and existing and future conditions it is mentioned that the valley and stream corridors play an important role as part of the natural heritage system. Staff did not see reference to the MTO guidelines such as the Environmental Guide for wildlife mitigation. The application of the guide needs to be contemplated from the very beginning (now) as addressing this further along in the process is always problematic.</p> <p>Response is acceptable in general pending review of the final EPR.</p> | <p>Noted. “Appendix E: Terrestrial Ecosystems Existing Conditions and Impact Assessment Report” of the EPR has been updated to refer to MTO’s Environmental Guide for Wildlife Mitigation (2015). All required wildlife mitigation measures are outlined in “Chapter 6 – Impact Assessment, Mitigation and Monitoring” of the EPR.</p> <p>Noted.</p> | <p>A bullet point has been added to Section 3.3.2 (Data Sources under Wildlife and Wildlife Habitat) of “Appendix E: Terrestrial Ecosystems Existing Conditions and Impact Assessment Report” of the EPR to include:</p> <p>1. “Ontario Ministry of Transportation. 2015. Environmental Guide for Wildlife Mitigation.”</p> <p>No change to the EPR.</p> |
| TRCA-28b | TRCA | February 16, 2018 | General | <p>(Continued from above).</p> <p>b) Chapter 5 includes crossing sizing. Please clarify how these sizes were determined. It appears that anything hydraulics were considered but not erosion (or meander belt) or terrestrial passage. If sizing is proposed please include a detailed discussion related to additional criteria (see Comment #2). For example, Plate 7 shows</p> | <p>Criteria (other than hydraulics) considered to size watercourse structures included:</p> <ul style="list-style-type: none"> • Avoiding or at least minimizing impacts to natural heritage and wildlife crossings (where appropriate) by providing sufficient height to clear the 100-year storm and/or the regional storm high-water level; | <p>No change to the EPR.</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | <p>the crossing of Etobicoke creek whereby a large percentage of the valley cross-section is being filled in.</p> <p>b) Comments have not been addressed, sizing for terrestrial passage has not been considered enough. Please be more specific regarding the wildlife passage.</p> | <p>spanning to cover the floodplain when possible, or at least minimizing impact to water flow.</p> <ul style="list-style-type: none"> Assessing potential impact to flooding and erosion when crossing watercourses, by avoiding locations sensitive to meander. A preliminary meander assessment was conducted based on the Meander Belt Width Delineation provided by TRCA. During the pre-construction, a detailed meander belt analysis will be conducted to verify potential impacts and discuss with TRCA and MECP mitigation measures where applicable. Although hydraulic conditions may not be the same, 407 ETR bridges and culverts were considered as reference when reviewing our findings and conclusions. The Transitway structures have greater spans and higher elevations than the ETR structures. Note that due to the proximity of the Transitway to 407 ETR there is practically no space for meandering. Terrestrial passage should not be an issue as these structures are higher than the ETR structures. <p>Section 6.2.1 of "Chapter 6 – Impact Assessment, Mitigation and Monitoring" states the following "As part of the Project Implementation, once structure sizes are confirmed, the Openness Ratio shall be calculated for each of the new structures to determine whether target animal groups can use the structures for passage.</p> | No change to the EPR |
| TRCA-28c | TRCA | February 16, 2018 July 26, 2018 | General | <p><i>(Continued from above).</i></p> <p>c) Please confirm that all crossings have been identified and are referenced appropriately (21 are noted but the listing of bridges and culverts is less than this).</p> <p>c) Noted.</p> | <p>Noted. The EPR plates have been reviewed and updated accordingly.</p> <p>Noted.</p> | <p>Watercourse labels in Plan and Profile Plates 1 through 37 of "Chapter 5 – Final Project Description" have been revised to correct this issue, making sure all bridges and culverts are shown.</p> <p>No change to the EPR.</p> |
| TRCA-28d | TRCA | February 16, 2018 July 26, 2018 | General | <p><i>(Continued from above).</i></p> <p>d) Water resource engineering has provided comments on the SWM schemes. Staff notes that enhanced swales are proposed and acknowledge this technique was used on the 407. SWM and LID technologies have advanced a lot since the 407 was built. Please provide a discussion of the possible opportunities to improve and incorporate new technologies within the existing SWM scheme. The use of enhanced swales should be supported by the performance of the existing ones along this stretch of 407.</p> | <p>As your comment indicates, all previous 407 Transitway sections that have been approved also included the use of enhanced swales to drain the runningway. Conditions and performance of the existing swales along 407 ETR were assessed as support of the proposed runningway drainage design.</p> <p>The construction timing of the Transitway facilities is uncertain at this time. Low Impact Development strategy (LID) technologies, such as permeable pavement and vegetated filter strips, consistent with the TRCA LID SWM Planning and Design guide, were discussed in Chapter 9 "Climate Change Considerations" of the EPR. Additionally, a commitment regarding LID has been added to the EPR.</p> | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-14 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | d) Response is acceptable in general pending review of the final EPR. Staff is also looking forward in more details during the detailed design stage of the project. | Noted. | No change to the EPR. |
| TRCA-29 | TRCA | February 16, 2018 July 26, 2018 | General | <p>Hydrogeology</p> <p>Staff have no specific issues with respect to the high-level assessment completed at this stage in the overall Environmental Assessment process. It is recognized that this is early in the process, and the hydrogeologic data is from secondary sources. The contaminant assessment is similarly at a high-level.</p> <p>Staff would appreciate being informed of more detailed information based on site-specific hydrogeologic data, particularly for below grade sections and the watercourse crossings (of which there are many).</p> <p>Response is acceptable in general pending review of the final EPR. Staff is also looking forward to work with the proponent once site specific hydrogeological data are available.</p> | <p>TRCA and other applicable agencies will be kept informed through the future phases of the 407 Transitway project.</p> <p>Site-specific hydrogeologic data will be obtained as indicated in the Commitment Chapter of the EPR.</p> <p>Noted.</p> | <p>Commitment stated under Section 10.3 in Table 10.1 of “Chapter 10 – Commitments” of the EPR has been added to read:</p> <p><i>“Detailed field hydrogeologic data will be obtained for all water crossings during the final design/construction phase. Findings and impacts to the Preliminary Design (if any) will be discussed with TRCA and other applicable agencies.”</i></p> <p>No change to the EPR.</p> |
| TRCA-30 | TRCA | February 16, 2018 | General | <p>Trails</p> <p>In an effort to ensure opportunities for public trail crossings/underpasses along the 407 Transitway corridor are not excluded, staff provide the following.</p> <ul style="list-style-type: none"> a) Within the Transitway corridor, ensure that all existing public access rights-of-way in greenspaces are maintained and improved where necessary to accommodate walking and cycling, as appropriate and in consultation with TRCA, and local and regional municipalities. b) Within the Transitway corridor, ensure that public access rights-of-way for walking and cycling are incorporated at all river crossings in greenspaces, where appropriate and in consultation with TRCA, and local and regional municipalities. <p>In addition to supporting TRCA’s Trail Program, these comments support the objectives and/or recommended actions in MTO and Metrolinx plans for the Toronto Region. Please comment on how this project is meeting the goals and objectives of the MTO Greater Golden Horseshoe Transportation Plan, Draft Goals and Objectives (September 2017) and Metrolinx Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (September 2017) as it relates to the comments above.</p> | <p>Noted. Prior to implementation, potential impacts to public trail crossings/underpasses along the 407 Transitway corridor will be discussed and reviewed with the corresponding municipalities and agencies (including TRCA) as indicated in “Chapter 10 – Commitments”, Table 10.1 of the EPR.</p> <p>Information on MTO’s Greater Golden Horseshoe Transportation Plan – Draft Goals and Objectives (September 2017) and Metrolinx’s Regional Transportation Plan for the Greater Toronto and Hamilton Area (September 2017) as well as how the Transitway project is meeting the goals and objectives of these Plans have been included in “Chapter 3 – Existing and Future Conditions” of the EPR.</p> | <p>Commitment stated under “Transportation – Station Design” in “Chapter 10 – Commitments”, Table 10.1 of the EPR has been modified to read:</p> <p><i>“The station facility active transportation infrastructure needs and plans will be discussed and reviewed with the corresponding municipalities and agencies, during further site plan development, prior to the implementation phase. Consideration of the inclusion of existing and future surrounding Parks, Active Transportation Routes/Initiatives, Valleylands, and Trails will be considered in future site plan development.”</i></p> <p>Section 3.2.1, Land Use Planning Policies of “Chapter 3 – Existing and Future Conditions” has been modified to read:</p> <p><i>“MTO Greater Golden Horseshoe Transportation Plan – Draft Goals and Objectives (September 2017)</i></p> <p><i>The draft goals and objectives of MTO’s Greater Golden Horseshoe Transportation Plan (September 2017) are focused on eight factors: healthy, equitable, environmentally sustainable, economically responsible, resilient, prosperous, integrated, and connected. The 407 Transitway meets the goals and objectives of this plan as it will reduce dependence on personal vehicles and reduce</i></p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|---------------|-------------|---------|----------|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | | Noted. | <p>greenhouse gas emissions, provide equitable service, and protect natural heritage and prime agricultural lands. The Transitway can adapt to the future, supports economic growth and job creation, is integrated with other land uses and transit services, and connects people, places and goods.</p> <p>Metrolinx Regional Transportation Plan</p> <p>The Regional Transportation Plan (RTP), also known as “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area”, released by Metrolinx (2008 – Approved Changes February 14, 2013), provides a vision, goals and objectives for the future in which transportation within the Greater Toronto and Hamilton Area is seamless, coordinated, efficient, equitable and user-centred. It reaches out 25 years into the future to guide and direct decision-making. Some of the goals and objectives presented in the RTP to guide decision-making applicable to the 407 Transitway include:</p> <ul style="list-style-type: none"> • increase of transportation options for accessing a range of destinations; • improved transportation experience and travel time reliability; and, • lower average trip time for people and goods. <p>The RTP allows for a regional rapid transit network that operates seamlessly across the region. The 407 Transitway was highlighted as a project for completion in 16 to 25 years and beyond of the RTP’s adoption. The section of the 407 Transitway from Hurontario Street to Highway 400 is currently planned for the long-range planning horizon. The Big Move identifies a regional rail service between Milton and Meadowvale (25 Year Plan) that crosses the 407 Transitway study area.</p> <p>A new 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (September 2017) is currently being finalized by Metrolinx. This report continues the work from the Big Move and outlines how governments and transit organizations can work together to build a transportation system that puts traveller needs at the core of planning and operations. The plan recommends expansion of the existing transit network that supports the creation of a transit network that is comprehensive,</p> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | Response is acceptable in general pending review of the final EPR. Staff is also looking forward to work with the proponent during detailed design/site plan development stage. | | <i>connected, accessible, sustainable and focused on people. The draft Plan identifies other regional transit facilities/networks in delivery or in development located in the vicinity of the study area.</i> No change to the EPR. |
| TRCA-31a | TRCA | February 16, 2018 July 26, 2018 | General | Detailed Design Should the proponent choose to engage TRCA through Voluntary Project Review. a) TRCA staff understand that Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detail design stage, please provide and Erosion and Sediment Control (ESC) report along with engineering drawings. Please provide ESC details, location and supporting calculations in the report and drawings. The mitigation measures shall conform to the ESC Guidelines for Urban Construction (December 2006). Response is acceptable in general pending review of the final EPR. Staff is also looking forward to work with the proponent during detailed design. | Noted. The Erosion and Sediment Control (ESC) Report along with engineering drawings and erosion and sediment control details, locations and supporting calculations will be provided to TRCA prior to construction. A commitment is being included in the EPR in this regard. Noted. | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . No change to the EPR. |
| TRCA-31b | TRCA | February 16, 2018 | General | <i>(Continued from above).</i> b) Staff understands that a utility corridor will be constructed along the entire transitway. Please confirm or provide further details on constructions methods, potential vegetation removal, temporary crossings, erosion and sediment control, mitigation measures etc. that will be provided while the 407 TWY is under construction. | A utility corridor will not be constructed along the runningway as part of the 407 Transitway. There is an existing utility corridor identified as part of the Provincial Parkway Belt West Plan which is administered by the Ministry of Municipal Affairs that runs parallel but outside of the 407 Transitway right-of-way. As requested by TRCA, a commitment is being included in the EPR to ensure the matters identified in Comments TRCA-31b to TRCA-44 will be addressed and discussed with TRCA and other applicable agencies prior to and during the final design/construction phase. | Commitment stated under Section 10.3 in Table 10.1 of "Chapter 10 – Commitments" of the EPR has been added/ revised to read: <i>"During the final design/construction phase aspects that will be addressed and discussed with all applicable agencies include:</i> <ul style="list-style-type: none"> • <i>Vegetation removal techniques.</i> • <i>Ground conditions, detailed geotechnical analysis and appropriate remedial actions and construction methods where applicable.</i> • <i>Slope stability and erosion hazard assessment, where required, to ensure that the proposed work is not undermined by erosion hazard in the long-term or does not destabilize the valleys and the facilities will comply with the minimum safety factor of 1.50m.</i> • <i>Design of all structures including bridges, culverts and retaining walls as well as embankment and cut slopes will be based on detailed geotechnical investigation, ensuring standard safety and duration.</i> • <i>Detailed cross-sections along the alignment in adequate intervals, illustrating ground conditions, proposed grade with respect to the existing ground. Revised grading will also be provided on plan view.</i> • <i>Adequate solutions and construction techniques locations where construction of the Transitway facilities, including construction</i> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|--|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | July 26, 2018 | | Response is acceptable in general pending review of the final EPR. Staff is also looking forward to work with the proponent during detailed design. | Noted. | <p>accesses may alter or disturb existing slopes and valleys, to ensure that current stabilization remains in the long-term.</p> <ul style="list-style-type: none"> Trenchless installation should be designed by a specialty consultant or contractor using the geotechnical information and recommendations. The adequate cover from the bottom of the watercourse should be determined as per the design. The cross-sections and site plan showing the alignment and entry and exit pits/shafts and the cover from the bottom of the watercourse and other infrastructures should also be submitted in support of the proposed undertaking. The design should also ensure that the proposed trenchless installation does not cause the inadvertent return of drilling fluid (frac-out) or excess settlement on the ground along the alignment. Further, the shafts or pits required for the proposed trenchless installation should be properly stabilized by means of shoring or other techniques.” <p>No change to the EPR.</p> |
| TRCA-32 | TRCA | February 16, 2018 July 26, 2018 | General | <p>Additionally, the following presents the geotechnical requirements at the detailed design stage of the proposed undertaking:</p> <p>c) The detailed geotechnical study is required in support of the proposed undertaking to assess the ground condition along the alignment and to provide the geotechnical design recommendations for the various components of the proposed undertaking;</p> <p>c) C-P: The comments were acknowledged and the commitment to address the comments, where applicable, also presented within the response to the comment TRCA031b.</p> <p>Therefore, there are no future actions required at this stage and TRCA will continue the geotechnical review at the detailed design stage upon receiving further studies and documents in support of the proposed undertaking.</p> | Please refer to “Response” as described in comment TRCA-31.b. Noted. | Please refer to “Proposed Changes to the EPR” as described in comment TRCA-31.b. No change to the EPR. |
| TRCA-33 | TRCA | February 16, 2018 | General | Where the valley slopes exist, the slope stability and erosion hazard assessment is required to ensure that the proposed work is not undermined by erosion hazard in long-term or does not destabilize the valleys. The position of the Long-Term Stable Top of Slope needs to be delineated with a minimum safety factor of 1.50 to define the setback required from the existing top of bank/slope; | Please refer to “Response” as described in comment TRCA-31.b. | Please refer to “Proposed Changes to the EPR” as described in comment TRCA-31.b. |
| TRCA-34 | TRCA | February 16, 2018 | General | Where the stabilization is required due to the active erosion in the valleys, the stabilization should be designed by geotechnical engineer to ensure that a minimum safety factor of 1.50 is met after stabilization; | Please refer to “Response” as described in comment TRCA-31.b. | Please refer to “Proposed Changes to the EPR” as described in comment TRCA-31.b. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--------|-------------------|-------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| TRCA-35 | TRCA | February 16, 2018 | General | The retaining walls, abutments and wing walls should be designed by qualified engineer using geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.50 is met against global instability; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-36 | TRCA | February 16, 2018 | General | The culverts should be designed by qualified engineer using the geotechnical information. Suitable foundation is required for the culverts as per the ground condition; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-37 | TRCA | February 16, 2018 | General | The cross-sections should be provided along the alignment in adequate intervals, which shows the proposed grade with respect to the existing ground. The cross-section should be extended enough to show all the features and slopes/banks where exist. The extent of the proposed grading should be also shown on the site plan along the alignment; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-38 | TRCA | February 16, 2018 | General | The proposed embankments should be studied and designed by geotechnical engineer. The stability assessment is required for the embankments to ensure that a minimum safety factor of 1.50 is achieved; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-39 | TRCA | February 16, 2018 | General | The proposed cuts should be studied by geotechnical engineer. Stability assessment is required to confirm that the proposed side slopes for the cuts satisfy a minimum safety factor of 1.50; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-40 | TRCA | February 16, 2018 | General | All engineering drawings for the retaining walls, abutments and wing walls, culverts, stabilization works, embankments and cuts should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-41 | TRCA | February 16, 2018 | General | Where the work is in proximity of the steep slope and valleys, the construction methodology and sequencing should be presented to ensure that the surrounding ground/slope is not adversely impacted during the construction; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-42 | TRCA | February 16, 2018 | General | Where the work requires the construction access into the steep slopes and valleys, the cross-sections and profile should be presented for the access. The slope stability assessment is required to study the cross-sections (cuts and fills) and to confirm that the slope stability is met. The slope stability analyses should also account for the heavy machinery/equipment loads and vibrations; | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| TRCA-43 | TRCA | February 16, 2018 | General | If the construction results in alterations and disturbance into the slopes and valleys, the stabilization is required to be reviewed by the geotechnical engineer. Given the slope geometry and the extent of the alterations, the stabilization may require to be engineered | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|-------------------|--|--|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | (e.g. engineering structures) to ensure that the stabilization remains stable in long-term with a minimum safety factor of 1.50. Further, all necessary engineering details, cross-sections should be prepared by geotechnical engineer and submitted as signed and sealed by Licensed Professional Engineer; | | |
| TRCA-44 | TRCA | February 16, 2018 | General | Where there is trenchless installation for the infrastructures below the watercourse, the pertinent geotechnical studies should be conducted to provide the required site characterization. The trenchless installation should be designed by specialty consultant or contractor using the geotechnical information and recommendations. The adequate cover from the bottom of the watercourse should be determined as per the design. The cross-sections and site plan showing the alignment and entry and exit pits/shafts and the cover from the bottom of the watercourse and other infrastructures should be also submitted in support of the proposed undertaking. The design should also ensure that the proposed trenchless installation does not cause the inadvertent return of drilling fluid (frac-out) or excess settlement on the ground along the alignment. Further, the shafts or pits required for the proposed trenchless installation should be properly stabilized by the means of shoring or other techniques. The details of such stabilization should be also prepared by qualified engineer and submitted as signed and sealed by Licensed Professional Engineer. | Please refer to "Response" as described in comment TRCA-31.b . | Please refer to "Proposed Changes to the EPR" as described in comment TRCA-31.b . |
| MW-1 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-3, MiWay, par. 1, 3rd sentence | Sentence should read: "Route 185 is a peak period rush hour service that runs along Dixie Road from the Bramalea Terminal in Brampton GO Station to the newly constructed Dixie Transitway Station." | Noted. | Phrase in Section 2.2.2.2 – Existing Transit Services – MiWay in Chapter 2 – Transportation Needs of the EPR has been modified to read: "Route 185 is a peak period rush hour service that runs along Dixie Road from the Bramalea Terminal in Brampton to the future Dixie 407 Transitway Station." |
| MW-2 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-3, MiWay, par. 1, last sentence | Sentence should read: "The Mississauga Transitway is a newly constructed BRT corridor that runs parallel to along Highway 403 from Erin Mills Parkway Winston Churchill Boulevard to Dixie Road Renforth Drive." | Noted. | Phrase in Section 2.2.2.2 Existing Transit Services – MiWay in Chapter 2 – Transportation Needs of the EPR has been modified to read: "The Mississauga Transitway is a newly constructed BRT corridor that runs parallel to Highway 403 from Winston Churchill Boulevard to Renforth Drive." |
| MW-3 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-11, Square One bullet, | Sentence should read: "The Square One Transit Terminal Mississauga City Centre is a mobility hub that serves GO Transit at the Square One GO Bus Terminal and serves, MiWay and Brampton Transit at MiWay's City Centre Transit Terminal." | Noted. | Phrase in Section 2.3.1.2 Allocation of Growth and Density – Square One in Chapter 2 – Transportation Needs of the EPR has been modified to read: "The Mississauga City Centre is a mobility hub that serves GO Transit at the Square One GO Bus Terminal and serves, |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|--|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | 3rd sentence | | | MiWay and Brampton Transit at MiWay's City Centre Transit Terminal." |
| MW-4 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-12, 2.3.2.1 Network Assumptions, bullet 4 | Mississauga 403 Transitway should read Mississauga Transitway | Noted. | Phrase in Section 2.3.2.1 Network Assumptions – bullet 4 in Chapter 2 – Transportation Needs of the EPR has been modified to read: "Mississauga Transitway." |
| MW-5 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-18, 2.5.2.1 Eleven Station Operation, bullet Hurontario-Main LRT, last sentence | Clarification: "...removal of the GO Bus spine service from Mississauga Square One to Pickering under the assumption that the service is replaced by the LRT (see Section 4.1.3)" – is it replaced by LRT or BRT? Is there a section 4.1.3? | Noted. Typo error. The referenced Section is 2.4.1.3. | Typo correction made to Section 2.4.1.3 in Chapter 2 – Transportation Needs of the EPR. |
| MW-6 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-18, 2.5.2.1 Eleven Station Operation, par. 1, 3 and 4 and p. 2-28, par. 4 | Clarification: Par. 1 states that the transitway has a peak point of 6,000 eastbound passengers, Par 3. states that peak ridership is 5,300 and Par 4. notes that the additional demand is 3,300 eastbound riders on top of a base demand of 3,500 (totalling 6,800)? Which one is correct? And p. 2-28 states 5,500 peak passengers per hour? | Noted. The forecast demand at the time of the draft report was 6,800 peak load. Differences in other Sections have been updated in the EPR. | Section 2.5.2.1, "Eleven Station Operation" and Section 2.6 "Systems Planning – Summary of Findings" in Chapter 2 – Transportation Needs of the EPR have been modified to correct discrepancies. |
| MW-7 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2-19, Table 2.6 | Volume numbers are slightly off (4500 + 2300– 600 = 6200, not 6000 as shown) | Noted. | Section 2.5.2.1 Eleven Station Operation, Table 2.6 in Chapter 2 – Transportation Needs of the EPR has been modified. Volume number at Weston station changed to 6200. |
| MW-8 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 2 Transportation Needs, p. 2- | The total boardings numbers don't match in the two tables. It appears that the numbers in Table 2.6 are rounded to the nearest 100 but it appears everything is rounded down (e.g., 160-> 100, 980 -> 900, etc.) | Rounding has been corrected in the EPR for consistency. | Total boarding shown in Tables 2.6 and 2.7 "2041 AM Peak Hour Boardings and Alightings by Station – 11 Station Operation" of Section 2.5.2.1 "Eleven Station Operation" in |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|---|--|----------|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | 19, Tables 2.6 and 2.7 | | | Chapter 2 – Transportation Needs of the EPR have been rounded to the nearest 100. |
| MW-9 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-63, 3.3.1., Existing Road Network, Hurontario Street | Hurontario Street is a major six-lane arterial road | Noted. | Phrase in Section 3.3.1 Existing Road Network – Hurontario Street in Chapter 3 – Existing Conditions of the EPR has been modified to read: “A major north-south six-lane arterial road.” |
| MW-10 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-63, 3.3.1., Existing Road Network, Dixie Road | Dixie Road is a major six-lane Regional road | Noted. | Phrase in Section 3.3.1 Existing Road Network – Dixie Road in Chapter 3 – Existing Conditions of the EPR has been modified to read: “A major north-south six-lane Regional road.” |
| MW-11 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-63, 3.3.1., Existing Road Network, Airport Road | Airport Road is a major six-lane north south Regional road | Noted. | Phrase in Section 3.3.1 Existing Road Network – Airport Road in Chapter 3 – Existing Conditions of the EPR has been modified to read: “A major north-south six-lane Regional road.” |
| MW-12 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-65, 3.3.4., Mississauga Transit (MiWay), 1st sentence | Change first sentence to read: MiWay Transit is the third largest municipal transit service provider in Ontario with over 85 bus routes offering both operates local and express services, MiLocal and MiExpress, services throughout Mississauga. | Noted. | Phrase in Section 3.3.4 Mississauga Transit (MiWay, first sentence) in Chapter 3 – Existing Conditions of the EPR has been modified to read “MiWay is the third largest municipal transit service provider in Ontario with over 85 bus routes offering both local and express services, MiLocal and MiExpress, throughout Mississauga.” |
| MW-13 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-65, 3.3.4., Mississauga | Replace sentence with: MiWay also provides BRT service on the Mississauga Transitway which runs, for the most part, parallel to Highway 403 and extends from Winston Churchill Boulevard in the west to Renforth Drive in the east. | Noted. | Phrase in Section 3.3.4 Mississauga Transit (MiWay, second sentence) in Chapter 3 – Existing Conditions of the EPR has been modified to read: “MiWay also provides BRT service on the Mississauga Transitway which runs, for the most part, parallel to |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|---|---|----------|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | Transit (MiWay), 2nd sentence | | | Highway 403 and extends from Winston Churchill Boulevard in the west to Renforth Drive in the east.” |
| MW-14 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-65, 3.3.4., Mississauga Transit (MiWay), 3rd sentence | Change sentence to read: MiWay’s routes services connect with GO Transit, TTC, Brampton Transit and Oakville Transit. | Noted. | Phrase in Section 3.3.4 Mississauga Transit (MiWay, third sentence) in Chapter 3 – Existing Conditions of the EPR has been modified to read: “MiWay’s routes connect with GO Transit, TTC, Brampton Transit and Oakville Transit.” |
| MW-15 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p. 3-65, 3.3.4., Mississauga Transit (MiWay), 4th sentence | Change sentence to read: Some of MiWay’s services routes are near or intersect at the Highway 407 ETR Corridor. | Noted. | Phrase in Section 3.3.4 Mississauga Transit (MiWay, fourth sentence) in Chapter 3 – Existing Conditions of the EPR has been modified to read: “Some of MiWay’s routes are near or intersect at the Highway 407 ETR Corridor.” |
| MW-16 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 3 Existing Conditions, p.3-65, Table 3.11: Existing MiWay Service | Please make the following changes: #61A Mavis Sherdian Sheridan (typo) 66 McLaughlan McLaughlin (typo) Port Credit GO Transit Station Dixie Rd Transitway Station Lisgar GO Station Meadowvale Town Centre | Noted. | Section 3.3.4 Mississauga Transit (MiWay) – Table 3.11 in Chapter 3 – Existing Conditions of the EPR has been modified to read “#61A Mavis Sheridan 66 McLaughlin Port Credit GO Station Dixie Transitway Station Meadowvale Town Centre” |
| MW-17 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 4 Identification of Alternatives and Evaluation Process, p.4-12, Table 4.2A, Option B, Socio-Economic | Though not private, should there be a reference to impacts on the existing MTO Hurontario-407 Park & Ride? | Noted. | Section 4.4.5 Evaluation of Station Site and Alignment Alternatives-Table 4.2A-Option B-Private Property Impacts in Chapter 4 –Identification of Alternatives and Evaluation Process of the EPR has been modified to read: “Impacts on existing MTO Hurontario-407 Park & Ride.” |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|--|---|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | Environment: Private Property Impacts | | | |
| MW-18 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p. 5-16, Location and Transportation Function, 2nd sentence | Sentence should read: "The station will serve as a key transit hub providing connectivity to the Hurontario Light Rail Transit (HuLRT), local transit (i.e., Brampton Transit and MiWay) as well as serving employment and residential populations located within walking distance of the station." | Noted. | Phrase in Section 5.2.3 Station Layout- Location and Transportation Function in Chapter 5 – Final Project Description of the EPR has been modified to read: "The station will serve as a key transit hub providing connectivity to the Hurontario Light Rail Transit (HuLRT), local transit (i.e., Brampton Transit and MiWay) as well as serving employment and residential populations located within walking distance of the station." |
| MW-19 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-16, Table 5.2, Bus Bays Required | MiWay will require, at a minimum, 2 bus bays to accommodate 40ft buses and 1 bus bay to accommodate a 60ft bus. | The preliminary layouts for all stations were designed based on land availability to accommodate commuter parking, pick-up/drop-off and bus facilities, access and circulation roads, etc. During final civil and architectural design of each station, which will be developed prior to construction and implementation, the transit-transfer needs and final layout will be discussed with the applicable transit agencies. A commitment is included in Chapter 10 – Commitments. | Commitment stated under "Transportation – Station Design" in Chapter 10 – Commitments, Table 10.1 of the EPR has been added to read: "The station facility and accesses concept layouts and design, as well as further requirements for any proposed modifications to municipal roads infrastructure and operation, transit transfer needs, municipal services and utilities, will be discussed and reviewed with the corresponding municipalities and transit agencies, during further site plan development, prior to the implementation phase, as well upon work completion." |
| MW-20 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-16, Vehicular and Active Transportation Accessibility from Local Road Network | For some of the other stations, references were made to existing transit stops. While HuLRT will be one the key connections, there will still be existing local transit – should reference to stop availability also be noted in this section? | Existing and/or new on-street bus stops are included in the station layouts in Chapter 5. | No change in the EPR. |
| MW-21 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-17, Location and | Change sentence to read: It will also provide connectivity to Brampton Transit and MiWay Mississauga transit services along Dixie Road. | Noted. | Phrase in Section 5.2.3 Station Layout – Dixie Road Station- Location and Transportation Function in Chapter 5 – Final Project Description of the EPR has been modified to read: "It will also provide connectivity to Brampton Transit and MiWay services along Dixie Road." |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|--|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | Transportation Function, 3rd sentence | | | |
| MW-22 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-17, Table 5.3, Bus Bays Required | MiWay will require, at a minimum, 2 bus bays to accommodate 40ft buses and 1 bus bay to accommodate a 60ft bus. | Please refer to "Response" as described in comment MW-19. | Please refer to "Proposed Changes to the EPR" as described in comment MW-19. |
| MW-23 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p. 5-18, Location and Transportation Function, 3rd sentence | Change sentence to read: It will also provide connectivity to Brampton Transit and MiWay services Mississauga transit along Steeles Avenue... | Noted. | Phrase in Section 5.2.3 Station Layout – Airport Road Station-Location and Transportation Function in Chapter 5 – Final Project Description of the EPR has been modified to read: "It will also provide connectivity to Brampton Transit and MiWay services along Steeles Avenue." |
| MW-24 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-18, Table 5.4, Bus Bays Required | MiWay will require, at a minimum, 2 bus bays to accommodate 40ft buses and 1 bus bay to accommodate a 60ft bus. | Please refer to "Response" as described in comment MW-19. | Please refer to "Proposed Changes to the EPR" as described in comment MW-19. |
| MW-25 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-18, Vehicular and Active Transportation Accessibility from Local Road Network | See comment #20: Reference to existing and/or proposed local transit stops? | Please refer to "Response" as described in comment MW-20. | Please refer to "Proposed Changes to the EPR" as described in comment MW-20. |
| MW-26 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-19, Location and | Change sentence to read: It will also provide connectivity to Brampton Transit and MiWay services Mississauga transit along Steeles Avenue and Goreway Drive, as well as provide walk-in and cycling opportunities to local businesses. | Noted. | Phrase in Section 5.2.3 Station Layout – Goreway Drive Station-Location and Transportation Function in Chapter 5 – Final Project Description of the EPR has been modified to read: |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|---|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | Transportation Function, 3rd sentence | | | "It will also provide connectivity to Brampton Transit and MiWay services along Steeles Avenue and Goreway Drive, as well as provide walk-in and cycling opportunities to local businesses." |
| MW-27 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p.5-19, Table 5.5, Bus Bays Required | MiWay will require, at a minimum, 1 bus bay to accommodate a 40ft bus and 2 bus bays to accommodate two 60ft buses. | Please refer to "Response" as described in comment MW-19. | Please refer to "Proposed Changes to the EPR" as described in comment MW-19. |
| MW-28 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, p. 5-19, Vehicular and Active Transportation Accessibility from Local Road Network | See comment #20: Reference to existing and/or proposed local transit stops? | Please refer to "Response" as described in comment MW-20. | Please refer to "Proposed Changes to the EPR" as described in comment MW-20. |
| MW-29 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Chapter 5 Final Project Description, Section 5.2.3. Station Layouts | The section "Type of Facilities and Services" for each station description (Hurontario Street Station, Dixie Road Station, Airport Road Station and Goreway Drive Station) should be updated to include "operator facilities with 24-hour availability in close proximity to the bus bays" as an additional amenity. | Amenities such as operator facilities will be addressed in the detailed architectural design to be developed prior to the construction/implementation phase. | No change to the EPR. |
| MW-30a | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Hurontario Street Station (Plates S-1A and S-1B) | Plate S-1A: Based on the preliminary design plan for the Highway 407 stop for the Hurontario LRT, the station should have a length that extends from Topflight Drive to the intersection north of Topflight Drive (Edwards Boulevard extension?), that is, to the signalized crosswalk. Could the plate be revised to reflect this? Please see attached preliminary design drawing. Potentially consider overlaying the HuLRT stop. | Noted. Drawing adjustment done. | Plate S-1A in Chapter 5 – Final Project Description of the EPR has been modified to correct north limit of HuLRT stop platform. |
| MW-30b | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Hurontario Street Station (Plate S-1A) | Pedestrian access to the transitway station is provided from the HuLRT via a signalized crosswalk at the north end of the HuLRT station. Please also identify pedestrian linkages between the existing sidewalk network and the on-street bus stop on the northwest corner of Hurontario Street and Vicksburgh Drive to the bus bays and from the bus bays to the transitway station. | The construction and implementation timing of the 407 Transitway has not been determined. At this stage, the preliminary station layouts in the EPR include conceptual accesses and linkages with the existing sidewalk network only. The detailed station civil and architectural design, to be developed prior to the construction/implementation phase, will address in detail the | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|----------------|---|--|---|-----------------------------|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | | linkages between the station and the on-street transit facilities and the active transportation network | |
| MW-30c | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Hurontario Street Station (Plate S-1A) | Ticket booths are offered on both sides of the station at Dixie Road Station, why is there no ticket area for the Hurontario Street Station on the south side of the station as the bus loop and passenger pick-up drop-off are both on the south side? | The construction and implementation of the 407 Transitway has not been determined. At this stage, the preliminary station layouts in the EPR include concepts for the major surface components such as potential parking and bus transit facilities. Components such as ticket booths, exact location of proposed local bus stops, etc. will be addressed in the detailed station civil and architectural design, to be developed prior to the construction/implementation phase. | No change to the EPR. |
| MW-31 | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Dixie Road Station (Plates S-2A and S-2B) | What was the rationale in placing the ticket area and stairs/elevators to the east end of the transitway station. From a pedestrian linkage perspective, it would be preferred if the stairs/elevators and ticket area were placed at the west end of the station because it is closer to Dixie Road. | Please refer to "Response" as described in comment MW-30c. | No change to the EPR. |
| MW-32a | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Airport Road Station (Plate S-3A) | What was the rationale in placing the ticket area and stairs/elevators to the west end of the transitway station. From a pedestrian linkage perspective, it would be preferred if the stairs/elevators and ticket area were placed at the east end of the station because it is closer to Airport Road. | Please refer to "Response" as described in comment MW-30c. | No change to the EPR. |
| MW-32b | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Airport Road Station (Plate S-3A) | Was consideration given to place the proposed bus stop (southbound stop at the right turn lane into the parking area) closer to the shared-use path adjacent to the bus loop? From a pedestrian perspective, this location provides better connectivity. | Please refer to "Response" as described in comment MW-30c. | No change to the EPR. |
| MW-32c | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Airport Road Station (Plate S-3A) | Would we consider a proposed near-side bus stop along Steeles Avenue West at the new signalized intersection? | Please refer to "Response" as described in comment MW-30c. | No change to the EPR. |
| MW-33a | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Goreway Drive Station (Plate S-4A) | What was the rationale in placing the ticket area and stairs/elevators to the west end of the transitway station. From a pedestrian linkage perspective, it would be preferred if the stairs/elevators and ticket area were placed at the east end of the station because it is closer to Goreway Drive. | Please refer to "Response" as described in comment MW-30c. | No change to the EPR. |
| MW-33a | MiWay, Alice Ho, Transit Priority Project Lead | May 23rd, 2018 | Goreway Drive Station (Plate S-4A) | Was the rationale for the curved shared path from the proposed bus stop a result of existing grade differences along Goreway Drive and the bus loop/station area? | Please refer to "Response" as described in comment MW-30b. | No change to the EPR. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|--------------------------------------|-------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Gen-1 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | This review applies only to the plans, drawings and documents submitted by the proponent to date. Any revisions to the proposal must be reviewed and approved by Hydro One prior to construction. This review applies only to the plans, drawings and documents submitted by the proponent to date. Any revisions to the proposal must be reviewed and approved by Hydro One prior to construction. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-1 . | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Any revision made to drawings or documents of the 407 Transitway design of facilities, within the Hydro Corridor will be consulted and approved by Hydro One prior to construction."</i> |
| Hydro-Gen-2 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Any future proposal on the subject land, including but not limited to, modified use of the present proposal, must be submitted to Hydro One for review and approval. Any future proposal on the subject land, including but not limited to, modified use of the present proposal, must be submitted to Hydro One for review and approval. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-2 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-1 . |
| Hydro-Gen-3 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | The comments pertaining to this review are valid for a period of 2 years, upon which time a subsequent review will be required as our requirements may have changed. | Understood. | No change to the EPR and Hydro One drawings. |
| Hydro-Gen-4 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | Detailed construction drawings are required for review prior to Hydro One's approval. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-1 . |
| Hydro-Gen-5 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | General | Asset Optimization (Secondary Land Use) approval is subject to, and in no way supersedes, any requirements and conditions imposed by the Hydro One Lines Technician and Land Use Agent. | Noted. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Following consultation with Hydro One, the 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor."</i> |
| Hydro-Gen-8 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Construction equipment and personnel working underneath the Hydro One conductors must satisfy OSHA clearance requirements. A Hydro One Lines Technician will assist, if required, for an on-site meeting to provide guidance when working near energized facilities. Construction equipment and personnel working underneath the Hydro One conductors must satisfy OSHA clearance requirements. A Hydro One Lines Technician will assist, if required, for an on-site meeting to provide guidance when working near energized facilities. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-8. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|--------------------------------------|-------------|--|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Gen-9 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | All proposed works on the corridor are subject to adequate overhead transmission line clearance from the high voltage conductors to the proposed ground elevations. These clearances must be verified by a Hydro One Lines Technician prior to approval of any secondary land use proposal. All proposed works on the corridor are subject to adequate overhead transmission line clearance from the high voltage conductors to the proposed ground elevations. These clearances must be verified by a Hydro One Lines Technician prior to approval of any secondary land use proposal. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-9 . | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Ground clearances of all 407 Transitway facilities within the Hydro Corridor will be reviewed and verified by Hydro One, during the Implementation Phase. If Hydro One technical requirements are not met, the Transitway design will be adjusted accordingly."</i> |
| Hydro-Gen-10 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Plantings on the corridor shall have a maximum mature height of: -2.5 m for 115 kV lines -1.6 m for 230 kV lines - 3.5 m for 500 kV lines Plantings on the corridor shall have a maximum mature height of: -2.5 m for 115 kV lines -1.6 m for 230 kV lines - 3.5 m for 500 kV lines | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-10 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-11 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | All proposed plantings must be field-reviewed and approved by the Lines Technician. All proposed plantings must be field-reviewed and approved by the Lines Technician. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-11. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-12 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | No grading/excavation work is to be carried out using heavy machinery within 10 metres of the tower footings. Hydro One may permit grading/excavation work within 10 meters of the tower footings provided this work is carried out by hand or by using a Vacuum truck (VAC) system. No grading/excavation work is to be carried out using heavy machinery within 10 metres of the tower footings. Hydro One may permit grading/excavation work within 10 meters of the tower footings provided this work is carried out by hand or by using a Vacuum truck (VAC) system. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-12 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-13 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Access to Hydro One facilities must not be obstructed at any time during construction, or after the proposed facilities are in service. The site must be kept free of all debris and equipment which could prohibit access to Hydro One facilities | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|--------------------------------------|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | Access to Hydro One facilities must not be obstructed at any time during construction, or after the proposed facilities are in service. The site must be kept free of all debris and equipment which could prohibit access to Hydro One facilities | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-13 . | |
| Hydro-Gen-14 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Hydro One requires a minimum of 6 meter-wide route longitudinally along the corridor to access each transmission structure. The access route should not have a slope greater than 10%. If the proponent fails to maintain the required access route, they will be liable for any costs incurred by Hydro One in regaining access to perform maintenance or repairs. Hydro One requires a minimum of 6 meter-wide route longitudinally along the corridor to access each transmission structure. The access route should not have a slope greater than 10%. If the proponent fails to maintain the required access route, they will be liable for any costs incurred by Hydro One in regaining access to perform maintenance or repairs. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-14 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-15 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | No fill material must be placed on the Hydro One corridor, except with prior approval from Hydro One. No fill material must be placed on the Hydro One corridor, except with prior approval from Hydro One. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-15 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-16 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | If the proponent performs any construction activity within 10 meters of any transmission structures, they must install temporary orange snow fence erected 3 meters around tower footprint. This fence must be maintained in an upright position for the duration of construction. If the proponent performs any construction activity within 10 meters of any transmission structures, they must install temporary orange snow fence erected 3 meters around tower footprint. This fence must be maintained in an upright position for the duration of construction. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-16 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-17 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | All underground utilities have to be designed to allow for vehicular traffic to pass over. Type of vehicles to be accommodated includes large utility vehicles and cranes. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|--------------------------------------|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | All underground utilities have to be designed to allow for vehicular traffic to pass over. Type of vehicles to be accommodated includes large utility vehicles and cranes. | | |
| Hydro-Gen-18 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | The proposal shall not interfere with the natural drainage patterns or result in standing water anywhere on the affected stretch of the Hydro One corridor. The proposal shall not interfere with the natural drainage patterns or result in standing water anywhere on the affected stretch of the Hydro One corridor. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-18 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-19 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | The proponent will be held liable for any damage to Hydro One facilities, as a result of flooding or standing water caused by the proposal. The proponent will be held liable for any damage to Hydro One facilities, as a result of flooding or standing water caused by the proposal. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-19 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-20 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Any proposed catch basins on the Hydro One corridor must be located within a paved roadway. Any proposed catch basins on the Hydro One corridor must be located within a paved roadway. | Understood. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-20 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-21 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | The proponent must meet with the Hydro One Lines Technician assigned to this project, prior to the start of construction, in order to obtain an entry permit and to discuss clearance issues. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-22 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | Additionally, a pre-construction meeting with the Hydro One Land Use Agent/Environmental Technician assigned to the project, is required to ensure that the proponent and/or its contractors are well aware of all safety requirements. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-23 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | The proponent is responsible for maintaining security of the site and for the safety of the people working within the corridor. The proponent is responsible for maintaining security of the site and for the safety of the people working within the corridor. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-23 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|-------------|--|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Gen-24 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | The Proponent will assume all liability associated with this secondary land use proposal. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| | | June 5, 2018 | | The Proponent will assume all liability associated with this secondary land use proposal. | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-24 . | |
| Hydro-Gen-25 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | In the case of Hydro One emergency work, the proponent may be required to suspend their operations without notice until Hydro One crews have completed the emergency work. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| | | June 5, 2018 | | In the case of Hydro One emergency work, the proponent may be required to suspend their operations without notice until Hydro One crews have completed the emergency work. | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-25 . | |
| Hydro-Gen-26 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | Any relocation, modification or repair of Hydro One facilities as a result of the proposal will be carried out by Hydro One at the proponent's expense. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| | | June 5, 2018 | | Any relocation, modification or repair of Hydro One facilities as a result of the proposal will be carried out by Hydro One at the proponent's expense. | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-26 . | |
| Hydro-Gen-27 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | The Proponent is responsible for arranging all underground locates prior to digging, auguring or performing any excavation works on the Hydro One corridor. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| | | June 5, 2018 | | The Proponent is responsible for arranging all underground locates prior to digging, auguring or performing any excavation works on the Hydro One corridor. | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-27 . | |
| Hydro-Gen-28 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | General | Hydro One is not responsible for any damages or injuries resulting from the effect of adverse weather conditions. This would include any damages or injuries from ice falling from structures or conductors as a result of an ice storm. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| | | June 5, 2018 | | Hydro One is not responsible for any damages or injuries resulting from the effect of adverse weather conditions. This would include | Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-28 . | |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|--------------------------------------|-------------|--|--|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | any damages or injuries from ice falling from structures or conductors as a result of an ice storm. | | |
| Hydro-Gen-29 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Hydro One may, at its sole discretion, interrupt the proponent's occupation of the transmission corridor at any time during construction or post construction, to perform maintenance or emergency repairs. Hydro One will not be liable for any damages suffered by the proponent due to this interruption. Hydro One may, at its sole discretion, interrupt the proponent's occupation of the transmission corridor at any time during construction or post construction, to perform maintenance or emergency repairs. Hydro One will not be liable for any damages suffered by the proponent due to this interruption. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-29 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-30 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | Buildings are not permitted on the transmission corridors. This prohibition includes, but is not limited to, temporary structures such as tents and construction trailers. Buildings are not permitted on the transmission corridors. This prohibition includes, but is not limited to, temporary structures such as tents and construction trailers. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-30 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-31 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | There shall be no storage of any material on the Right of Way ("ROW") without permission of Hydro One. Any debris on the ROW shall be removed on an ongoing basis. There shall be no storage of any material on the Right of Way ("ROW") without permission of Hydro One. Any debris on the ROW shall be removed on an ongoing basis. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-31 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-32 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | There shall be no storage or tipping of garbage dumpsters on the ROW. There shall be no storage or tipping of garbage dumpsters on the ROW. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-32 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |
| Hydro-Gen-33 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 June 5, 2018 | General | There shall be no storage or dispensing of gasoline, or any other combustible substance, on the Hydro One ROW. There shall be no storage or dispensing of gasoline, or any other combustible substance, on the Hydro One ROW. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. Please refer to "Response (January 11, 2018)" as described in comment Hydro-Gen-33 . | Please refer to "Proposed Changes" as described in comment Hydro-Gen-5 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|--------------------------------|---|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Hu-1 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | We have identified that there is insufficient clearances over the proposed potential parking area under 230kV V41H/V42H between Structure #66 and #67. Mitigation methods must be studied at detailed design stage should parking proceed at this location. | To ensure compliance with Hydro One vertical clearance requirements, we would need actual elevations of the cable sags between towers. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One, will be stated in the Final Environmental Project Report. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Following consultation with Hydro one, the 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor."</i> |
| Hydro-Hu-2 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The elevations of proposed bus lanes and maintenance lanes crossing under 230kV V41H/V42H, 500kV M570V/V586M and 500kV B560V/M571V between Hurontario SS and Hurontario Street are missing. It would appear that there will be clearance issues for both the east and west sides of Hurontario Street. Overhead clearances must be reviewed to confirm if the clearances are acceptable. Mitigation measures may be required. | Agreed. Elevations are included in the revised drawings. A commitment for future implementation phases of the 407 Transitway in regard to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |
| Hydro-Hu-3 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The elevations of proposed bus lanes crossing under 230kV R19TH/R21TH are not provided. It would appear that there will be clearance issues for both the east and west sides of Hurontario Street. Overhead clearances must be reviewed at detailed design stage. Mitigation measures may be required. | Agreed. Elevations are included in the revised drawings. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One, will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |
| Hydro-Hu-4 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The busway, although not shown, appears to be headed very near to tower 35B. The busway alignment should be a minimum 15 metres from the edge of that tower. | The Transitway facilities, including runningway preliminary design, is compliant with the 15m. minimum clearance from edge of towers. | No change to the EPR and Hydro One drawings. |
| Hydro-Hu-5 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The proposed access driveway leading to the easterly parking area is located within 15 metres from the proposed new tower. The driveway should be a minimum of 15 metres from that proposed tower location. | Revised. | Hydro One drawing PLATE 1 in Appendix A "Consultation" of the EPR, PLATE S-1A in Chapter 5 of the EPR and FIGURE F-1 in "Appendix C Drainage Report" have been updated to provide a minimum of 15m from the towers. |
| Hydro-Hu-6 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The proposed station platform shall not be located on the Hydro One right of way. | The Station platform is approximately 9m. underground. Once built, the Station trench will be covered. The Station will be built following the cut and cover method. | No change to the EPR and Hydro One drawings. |
| Hydro-Hu-7 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The parking areas west of Hurontario Street are very close to Hydro One's Hurontario Sub Station (Hurontario SS). Induction and/or grounding studies must be carried out at detailed design stage at Metrolinx' expense and mitigation measures may be required. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |
| Hydro-Hu-8 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | During the detailed design/construction phase, the contractor must consult and get approval from Hydro One regarding the support methods being proposed, and the distance of the edge of cut to the nearest tower footing at 230kV V41H/V42H Structure #67. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|--------------------------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Hu-9 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | Cross sections of the proposed tunnels are missing. If the tunnels are sheltered by metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | The Transitway will be constructed using the cut and cover method (as opposed to tunnel) across the Hydro Corridor. | No change to the EPR and Hydro One drawings. |
| Hydro-Hu-10 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | Grading and drainage plans are missing for the areas containing proposed parking lots and storm water management pond. Detailed design must be reviewed by Hydro One. | Agreed. Preliminary grading and drainage plans are being provided to Hydro One for review. A commitment for future implementation phases of the 407 Transitway in regard to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |
| Hydro-Hu-11 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Hurontario Street Station Area | The Transmission lines design technician and land use agent must confirm overhead clearances and review access issues at detailed design stage. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Hu-1 . |
| Hydro-Hu-12 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | At Hurontario Rd. to the west of the proposed MX Transitway, more details of development are required to ascertain whether Hydro One underground 2x230 kV circuits to Jim Yarrow TS are affected or not. | The Hydro One underground 2x230kv circuits to Jim Yarrow TS are not affected by the 407 Transitway proposed layout. | No change to the EPR and Hydro One drawings. |
| Hydro-Hu-13 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | The presence of station platforms raises issues related to the reliability of the transmission lines and the safety and annoyance of occupants. Induced current and voltage shocks from building components are possible even in the reduced electrical field beyond the edge of the right of way. Such shocks can lead to inadvertent startle responses that could be hazardous. The structure requires evaluation such as height, size and material, adequate grounding, field levels and comfort issues since public access and use is involved and limits on the construction and maintenance activities by the applicant. The proponent shall explore other options to relocate the station platform. | Please refer to "Response (January 26, 2018)" as described in comment Hydro-Hu-6 . | No change to the EPR and Hydro One drawings. |
| Hydro-Hu-14 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | Given that the Transitway will be constructed by the proponent using the cut and cover method across the Hydro One right of way as shown in PLATE 01 dated 01/18/2018, if the cover comprises metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | Noted. A commitment in this regard has been added to the Environmental Project Report (EPR). | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"In cases where the 407 Transitway crosses under the Hydro Corridor, if the cover over the trench comprises metallic systems, requirement for further studies may be required with Hydro One during the Implementation Phase. The final drawings will be reviewed by Hydro One."</i> |
| Hydro-Hu-15 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | The presence of storm water pond in PLATE F-1 on Hydro One right of way and in close proximity to Hurontario SS can cause nuisance shocks from persons to ground and between persons near the ponds. In the event of a nearby fault, the storm water pond may concentrate fault currents and cause injury or death in the pond. | Noted. A commitment is being added to the EPR document. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"During Implementation Phase of the Hurontario Street Station facility, due to the proximity of the existing the Hurontario SS, safety requirements will be further assessed and discussed with Hydro One to make sure all Hydro One</i> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|---------------|--------------------------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | The proponent shall remove this pond from Hydro One right of way. | | <i>requirements are met. If the requirements are not met, a new site for the SWM pond, sufficiently distant from the Hydro SS, will be identified in consultation and agreement with Hydro One.</i> |
| Hydro-Hu-16 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | The drainage area boundary in PLATE F-1 dated Dec. 2017 must be updated without storm water ponds and submitted for review again. | Noted. The boundary shown on PLATE F-1 corresponds to the station facility layout, including proposed stormwater ponds. | Legend on PLATE F-1 included in "Appendix C: Drainage Report" has been modified to read: <i>"407 Transitway boundary considered in the Drainage Analysis."</i> |
| Hydro-Hu-17 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | Ground clearances for parking areas and the Transitway and bus lane crossings at locations with the following line spans must be reviewed by Hydro One transmission line design technician: <ul style="list-style-type: none"> o 230kV V41H/V42H in the line section of CARDIFF TS X HURONTARIO SS. o 500kV M570V, V586M, B560V and M571V in the line section of MILTON SS X CLAIREVILLE TS. | The horizontal and vertical design of the 407 Transitway facilities in Environmental Assessment (TPAP) was conducted based on Digital Terrain Model (DTM) data. The Implementation Phase of the facilities, prior to construction, will be conducted based on detailed field topographic data. At this and all locations where the proposed facilities cross or are located under Hydro One transmission lines, ground clearances between the 407 Transitway facilities and the transmission lines will be consulted with Hydro One, and final drawings will be reviewed by Hydro One. A commitment in this regard has been added to the EPR. <i>(Please review text as it applies to several comments)</i> | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Ground clearances of all 407 Transitway facilities within the Hydro Corridor will be reviewed and verified by Hydro One, during the Implementation Phase. If Hydro One technical requirements are not met, the Transitway design will be adjusted accordingly."</i> |
| Hydro-Hu-18 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | In order to facilitate the ground clearance review, proponent shall provide both existing and proposed ground profiles along Hydro One transmission line center lines for following line sections: <ul style="list-style-type: none"> o Between Structure #64 and #67 of 230kV V41H/V42H in the line section of CARDIFF TS X HURONTARIO SS; o Between Structure #64 and #67B of 500kV M570V in the line section of MILTON SS X CLAIREVILLE TS; o Between Structure #64 and #67 of 500kV V586M in the line section of MILTON SS X CLAIREVILLE TS; o Between Structure #64 and #67B of 500kV B560V in the line section of MILTON SS X CLAIREVILLE TS; and o Between Structure #64 and #67 of 500kV M571V in the line section of MILTON SS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-Hu-19 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | Hydro One requires uninterrupted access to all Hydro towers. In the two locations where the transitway crosses the hydro corridor the drawings must show a 6 m wide crossing with curb cuts, for our access requirements. The access must be no steeper than 10% grade with no sharp turns to allow large vehicles including floats to access. | Noted. The Environmental Assessment (TPAP) of the 407 Transitway facilities has been conducted considering uninterrupted access to all Hydro towers. During the Implementation phase of the project, the 407 Transitway Design Team in coordination with Hydro One, will determine final location and layout of maintenance accesses to the Hydro facilities. A commitment in this regard has been added to the Environmental Project Report (EPR). | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"During the Implementation phase of the project, the 407 Transitway Design Team in coordination with Hydro One, will determine final location and layout of maintenance accesses to Hydro One facilities."</i> |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|--------------------------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Hu-20 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Hurontario Street Station Area | All drawings submitted must show basic HONI requirements. Refer to attachment for details. | Basic HONI requirements are shown on the Hydro One drawing set where the 407 Transitway impacts the Hydro One Corridor. | No change to the EPR and Hydro One drawings. |
| Hydro-Dix-1 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Dixie Road Area | There is insufficient clearance over the proposed parking lot and the potential parking areas under 230kV V41H/V42H between Structure #46 and #47 and, 500kV M570V between Structure #84B and 86B and 500kV V586M Structure #84 and #86. Mitigation methods must be studied at detailed design stage. | To ensure compliance with Hydro One vertical clearance requirements, we would need actual elevations of the cable sags between towers. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Following consultation with Hydro one, the 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor."</i> |
| Hydro-Dix-2 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Dixie Road Area | The elevations of the access roads to the proposed parking and potential parking areas are missing. Overhead clearances must be reviewed deemed acceptable at the detailed design stage. | Agreed. Elevations are included in the revised drawings. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Dix-1 . |
| Hydro-Dix-3 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Dixie Road Area | Grading and drainage plans are missing for the areas containing proposed parking lots and storm water management pond. Detailed design must be reviewed by Hydro One. | Agreed. Preliminary grading and drainage plans are being provided to Hydro One for review. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Dix-1 . |
| Hydro-Dix-4 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Dixie Road Area | Transmission lines design technician and land use agent must confirm overhead clearances and review access issues at detailed design stage. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Dix-1 . |
| Hydro-Dix-5 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Dixie Road Area | The proposed storm water management pond and parking area eliminates Hydro One's access route. Metrolinx must design and construct an appropriate alternative access route, suitable to Hydro One's purposes. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Dix-1 . |
| Hydro-Dix-6 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Dixie Road Area | The presence of storm water pond and parking lot in FIGURE F-2 dated Nov. 2017 on Hydro One right of way impedes Hydro One access route. An alternative route but be designed, approved and provided. | A Hydro One alternative access route, no longer in conflict with the stormwater pond has been included in the EPR. | Hydro One drawing PLATE 2 in Appendix A "Consultation" of the EPR, PLATE S-2A in Chapter 5 of the EPR and FIGURE F-2 in "Appendix C: Drainage report" have been updated to include a Hydro One alternative access route. |
| Hydro-Dix-7 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Dixie Road Area | The drainage area boundary in FIGURE F-2 dated Nov. 2017 must be clarified with further details and submitted for review again. | Noted. The boundary shown on PLATE F-2 corresponds to the station facility layout. A label of it has been edited in the corresponding drawing. | Legend on PLATE F-2 included in "Appendix C: Drainage Report" has been modified to read: <i>"407 Transitway boundary considered in the Drainage Analysis"</i> . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|--------------------|---|--|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Dix-8 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Dixie Road Area | Ground clearances for parking areas and access routes at locations with the following line spans must be reviewed by Hydro One transmission line design technician: o 230kV V41H/V42H in the line section of BRAMALEA TS X CARDIFF TS; o 500kV M570V and V586M in the line section of MILTON SS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-Dix-9 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Dixie Road Area | In order to facilitate the ground clearance review, proponent shall provide both existing and proposed ground profiles along Hydro One transmission line center lines for following line sections: o Between Structure #46 and #47 of 230kV V41H/V42H in the line section of BRAMALEA TS X CARDIFF TS; o Between Structure #84B and #86B of 500kV M570V in the line section of MILTON SS X CLAIREVILLE TS; and o Between Structure #84 and #86 of 500kV V586M in the line section of MILTON SS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-Dix-10 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Dixie Road Area | All drawings submitted must show basic HONI requirements. Refer to attachment for details. | Basic HONI requirements are shown on the Hydro One drawing set where the 407 Transitway impacts the Hydro One Corridor. | No change to the EPR and Hydro One drawings. |
| Hydro-Gor-1 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | The proposed station platform must be moved out of Hydro One right of way. | Station platform has been adjusted to avoid any encroachment to Hydro Corridor. | Hydro One drawing PLATE 3 in Appendix A "Consultation" of the EPR, PLATE S-3A in Chapter 5 of the EPR and FIGURE F-4 in "Appendix C Drainage Report" have been updated to provide a minimum of 15m from the towers. |
| Hydro-Gor-2 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | During the detailed design/construction phase, the contractor must consult and get approval from Hydro One regarding the support methods being proposed, and the distance of the edge of cut to the nearest tower footing at 230kV V41H/V42H Structure #25. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Following consultation with Hydro one, the 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor."</i> |
| Hydro-Gor-3 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | The elevations of proposed bus only lanes crossing under 500kV M571V line span between Structure #107 and #108 are missing. Overhead clearance must be reviewed at detailed design stage. Mitigation measures may be required. | Agreed. Elevations are included in the revised drawings. A commitment for future implementation phases of the 407 Transitway in regards to compliance with overhead clearances and other Hydro One requirements, as well as consultation and acceptance from Hydro One will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gor-2 . |
| Hydro-Gor-4 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | Cross sections of the proposed tunnels are missing. If the tunnels are sheltered by metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | The Transitway will be constructed using the cut and cover method (as opposed to tunnel) across the Hydro Corridor. | No change to the EPR and Hydro One drawings. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|--------------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-Gor-5 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | Transmission lines design technician and land use agent must confirm overhead clearances and review access issues at detailed design stage. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-Gor-2 . |
| Hydro-Gor-6 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Goreway Drive Area | The proponent's drawing titled "407 TRANSITWAY HYDRO CORRIDOR CROSSING LOCATION 3: WEST OF GOREWAY" dated 10/30/2017 has the following errors: <ul style="list-style-type: none"> o 230kV V41H/V42H transmission center line should connect Structure #25 to #26 and continues. o 500kV M570V transmission center line should connect Structure #107B to #106B and continues instead of connecting to 230kV V41H/V42H Structure #25. o 500kV M586M transmission center line should connect Structure #107 to #106 and continues instead of connecting to 500kV M570V Structure #106B. | The transmission lines have been corrected. | Hydro One drawing PLATE 3 in Appendix A "Consultation" of the EPR has been updated with corrected transmission lines. |
| Hydro-Gor-7 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | Given that the Transitway will be constructed by the proponent using the cut and cover method across the Hydro One right of way as shown in PLATE 03 dated 01/18/2018, if the cover comprises metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-14 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-14 . |
| Hydro-Gor-8 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | The drainage area boundary in FIGURE F-4 dated Nov. 2017 shall not encroach on the 15m limit at 230kV V41H/V42H Structure #25 in the line section of CLAIREVILLE TS X SITHE GORWAY JCT. | Noted. The boundary shown on PLATE F-4 corresponds to the station facility layout including stormwater ponds, not to the drainage boundary. The label of it has been edited in the corresponding drawing. | Legend on PLATE F-4 included in "Appendix C: Drainage Report" has been modified to read: <i>"407 Transitway boundary considered in the Drainage Analysis."</i> |
| Hydro-Gor-9 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | Ground clearances at the following locations must be reviewed by Hydro One transmission line design technician: <ul style="list-style-type: none"> o The Transitway crossing at 230kV V41H/V42H in the line section of CLAIREVILLE TS X SITHE GOREWAY JCT; o The Transitway crossing at 500kV M570V, V586M, B560V and M571V in the line section of MILTON SS X CLAIREVILLE TS; and o The Bus only lane crossing at 500kV M571V in the line section of MILTON SS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-Gor-10 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | In order to facilitate the ground clearance review, proponent shall provide both existing and proposed ground profiles along Hydro One transmission line center lines for following line sections: <ul style="list-style-type: none"> o Between Structure #25 and #26 of 230kV V41H/V42H in the line section of CLAIREVILLE TS X SITHE GOREWAY JCT; o Between Structure #107B and #108B of 500kV M570V in the line section of MILTON SS X CLAIREVILLE TS; o Between Structure #107 and #108 of 500kV V586M in the line section of MILTON SS X CLAIREVILLE TS; o Between Structure #107B and #108B of 500kV B560V in the line | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|------------------------|--|---|--|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| | | | | section of MILTON SS X CLAIREVILLE TS; and o Between Structure #107 and #108 of 500kV M571V in the line section of MILTON SS X CLAIREVILLE TS. | | |
| Hydro-Gor-11 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | Hydro One requires uninterrupted access to all Hydro towers. In the location where the transitway crosses the hydro corridor the drawings must show a 6 m wide crossing with curb cuts, for our access requirements. The access must be no steeper than 10% grade with no sharp turns to allow large vehicles including floats to access. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-19 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-19 . |
| Hydro-Gor-12 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | We will require details of the grading proposed at 11+700.00. | A cross section illustrating the proposed grading at station 11+700 has been included. | Hydro One drawing Plate 3 in Appendix A "Consultation" of the EPR has been edited to include cross section at 11+700. |
| Hydro-Gor-13 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Goreway Drive Area | All drawings submitted must show basic HONI requirements. Refer to attachment for details. | Basic HONI requirements are shown on the Hydro One drawing set where the 407 Transitway impacts the Hydro One Corridor. | No change to the EPR and Hydro One drawings. |
| Hydro-PV-1 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Pine Valley Drive Area | Hydro One has future plans for a 230kV double circuit on the north side of the corridor. The proposed road alignment from station 20500 to 21200 interferes with our future plans. Given that the remaining width is already very narrow, accommodating both the transit way and a future overhead line will not be possible. Other options would be installing UG cables or re-aligning the transit way by the proponent (e.g. to the South of the corridor). | Agreed. Included in the revised package is a revised alignment option to avoid impact on the future planned 230kv line. | Hydro One drawing PLATE 4 in Appendix A "Consultation" of the EPR and Plan and Profile PLATE 33 in Chapter 5 of the EPR have been updated to avoid impact on the future planned 230kv line. |
| Hydro-PV-2 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Pine Valley Drive Area | In the span of 500kV C552V/C553VP Structure #170 and #171, and in the span of 500kV C550VP/C551V Structure #166 and #167, insufficient overhead clearances have been identified. Hydro One suggests the proponent change the road alignment. It also helps to bring the road alignment away from north side of the corridor. | As indicated in the response to the previous comment, a revised alignment option is provided. | Please refer to "Proposed Changes" as described in comment Hydro-PV-1 . |
| Hydro-PV-3 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Pine Valley Drive Area | From Toronto Star PH JCT and Toronto Star JCT to west of 230kV V71P/V75P Structure #158, the impact of the proposed road alignment on Hydro One underground cables must be reviewed at detailed design stage. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | The following commitment in Chapter 10 – Commitments, Table 10.1 of the EPR has been added: <i>"Following consultation with Hydro one, the 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor."</i> |
| Hydro-PV-4 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Pine Valley Drive Area | Cross sections of the proposed tunnels are missing. If the tunnels are sheltered by metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | The Transitway will be constructed using the cut and cover method (as opposed to tunnel) across the Hydro Corridor. | No change to the EPR and Hydro One drawings. |

TABLE 8.2: 407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400

| DRAFT ENVIRONMENTAL PROJECT REPORT COMMENT AND RESPONSE LOG | | | | | | |
|---|--|------------------|------------------------|---|---|---|
| Comment No. | Agency | Date Received | EPR Section | Comment | Response | Proposed Changes to the EPR |
| Hydro-PV-5 | Hydro One, Richard (Rick) Schatz SR/WA | January 11, 2018 | Pine Valley Drive Area | Transmission lines design technician and land use agent must confirm overhead clearances and review access issues at detailed design stage. | Agreed. A commitment in this regard will be stated in the Final Environmental Project Report. | Please refer to "Proposed Changes" as described in comment Hydro-PV-3 . |
| Hydro-PV-6 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Pine Valley Drive Area | Given that the Transitway will be constructed by the proponent using the cut and cover method across the Hydro One right of way as shown in PLATE 04 dated 01/18/2018, if the cover comprises metallic systems, further studies may be required. Detailed design must be reviewed by Hydro One. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-14 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-14 . |
| Hydro-PV-7 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Pine Valley Drive Area | Ground clearances for Transitway at crossing locations with the following line spans must be reviewed by Hydro One transmission line design technician: o 230kV V71P/V75P in the line section of CLAIREVILLE TS X TORONTO STAR JCT; o 500kV C552V/C553VP in the line section of PARKWAY TS X CLAIREVILLE TS; and o 500kV C551V/C550VP in the line section of PARKWAY TS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-PV-8 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Pine Valley Drive Area | In order to facilitate the ground clearance review, proponent shall provide both existing and proposed ground profiles along Hydro One transmission line center lines for following line sections: o Between Structure #165 and #166, Structure #168 and #169 of 230kV V71P/V75P in the line section of CLAIREVILLE TS X TORONTO STAR JCT; o Between Structure #170 and #171, Structure #173 and #174 of 500kV C552V/C553VP in the line section of PARKWAY TS X CLAIREVILLE TS; and o Between Structure #166 and #167, Structure #169 and #170 of 500kV C551V/C550VP in the line section of PARKWAY TS X CLAIREVILLE TS. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-17 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-17 . |
| Hydro-PV-9 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Pine Valley Drive Area | Hydro One requires uninterrupted access to all Hydro towers. In the two locations where the transitway crosses the hydro corridor the drawings must show a 6 m wide crossing with curb cuts, for our access requirements. The access must be no steeper than 10% grade with no sharp turns to allow large vehicles including floats to access. | Please refer to "Response (June 2018)" as described in comment Hydro-Hu-19 . | Please refer to "Proposed Changes" as described in comment Hydro-Hu-19 . |
| Hydro-PV-10 | Hydro One, Richard (Rick) Schatz SR/WA | June 5, 2018 | Pine Valley Drive Area | All drawings submitted must show basic HONI requirements. Refer to attachment for details. | Basic HONI requirements are shown on the Hydro One drawing set where the 407 Transitway impacts the Hydro One Corridor. | No change to the EPR and Hydro One drawings. |

8.3.2. Consultation with Indigenous and Métis Communities

Consultation with the MECP’s Environmental Approvals and Permissions Branch identified potential Indigenous and Métis Communities that may hold an interest in this study.

In accordance with subsection 7(4) of the *Ontario Regulation 231/08*, a request letter was sent by MTO on October 15, 2015 to MECP’s Director, Environmental Approvals Branch for a list of bodies to assist the project team in identifying and contacting Indigenous Peoples that may be interested in this study (see **Appendix A**). On January 8, 2016, an email presenting a list of potentially interested Indigenous and Métis Communities was received from MECP. Consultation has also taken place with the Ministry of Indigenous Relations and Reconciliation throughout the study. In addition, at the outset of the study, the MTO undertook an Aboriginal Consultation Information System (ACIS) search to assist with identifying interested communities.

The Indigenous and Métis Communities that were contacted as part of this study include:

- Mississaugas of Scugog Island;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Hiawatha First Nation;
- Beausoleil First Nation;
- Alderville First Nation;
- Curve Lake First Nation;
- Coordinator for the Williams Treaties;
- Mississaugas of the New Credit;
- Six Nations of the Grand River Territory;
- Huron-Wendat Nation;
- Kawartha Nishnawbe;
- Haudenosaunee Development Institute; and,
- Métis Nation of Ontario.

An initial contact letter was sent by MTO (via regular mail) on November 12, 2015 (and on February 5, 2016 to the Kawartha Nishnawbe and on September 15, 2017 to the Haudenosaunee Development Institute) to advise of the commencement of the study, to provide information about the study, to request participation and to obtain available background information related to the study area. Communities were also informed that archaeological investigations will be required within the study area. The Indigenous and Métis Communities were asked to contact MTO with any comments/concerns as well as information/meeting requests.

Indigenous and Métis Communities were invited to attend the two rounds of PICs: PIC #1 was held on December 6 and 8, 2016 and PIC #2 was held on January 23, and 25, 2018. PIC invitation letters were

sent by MTO (via registered mail) on November 18, 2016 and on January 5, 2018, for PIC #1 and #2 respectively.

A notification letter informing Indigenous and Métis Communities that the draft EPR was available for review and comment was sent by MTO (via registered mail) on December 12, 2017. Copies of the environmental technical reports (including the archaeological assessment and natural sciences reports) were also made available for review.

A contact letter was sent by MTO (via registered mail) on April 17, 2018 to advise of the formal start of TPAP. In addition, a letter of notification was sent by MTO (via registered mail) to inform Indigenous and Métis Communities of the submission of the EPR and study completion concurrently (in August 2018) with the release of this EPR.

Table 8.3 presents a summary of correspondence with Indigenous and Métis Communities prior to, and during the TPAP Stages. The original correspondence received from all Communities is presented in **Appendix A**.

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|---|---|
| Ministry of Indigenous Relations and Reconciliation | Initial contact letter sent by LGL Limited on October 27, 2015 and May 12, 2016. PIC #1 invitation letter sent by LGL Limited on November 18, 2016. PIC #2 invitation letter sent by LGL Limited on January 5, 2018. TPAP commencement notification letter sent by LGL Limited on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Ministry of Indigenous Relations and Reconciliation were kept informed throughout the study. |
| Mississaugas of Scugog Island | Initial contact letter sent by MTO on November 12, 2015. PIC #1 invitation letter sent by MTO on November 18, 2016. Draft EPR review notification letter sent by MTO on December 12, 2017. PIC #2 invitation letter sent by MTO on January 5, 2018. | The comment form was received November 17, 2015 noting that the Mississaugas of Scugog Island have no concerns about the study at this time but would like to remain informed about the study’s progress. They also noted that they take great and concerned interest in the archaeological assessment process, but would defer to Mississaugas of the New Credit First Nation on that issue. | Mississaugas of Scugog Island were kept informed throughout the study. |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---|---|--|---|
| | TPAP commencement notification letter sent by MTO on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | | |
| Chippewas of Georgina Island First Nation | Initial contact letter sent by MTO on November 12, 2015. PIC #1 invitation letter sent by MTO on November 18, 2016. Draft EPR review notification letter sent by MTO on December 12, 2017. PIC #2 invitation letter sent by MTO on January 5, 2018. TPAP commencement notification letter sent by MTO on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | No comments/concerns received. | No issues or concerns identified. Chippewas of Georgina Island First Nation were kept informed throughout the study. |
| Chippewas of Rama First Nation | Initial contact letter sent by MTO on November 12, 2015. PIC #1 invitation letter sent by MTO on November 18, 2016. Draft EPR review notification letter sent by MTO on December 12, 2017. PIC #2 invitation letter sent by MTO on January 5, 2018. TPAP commencement notification letter sent by MTO on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | Email received November 29, 2016 from the Chippewas of Rama First Nation Chief confirming receipt of the PIC #1 invitation letter. The Chief confirmed that the letter was reviewed and shared with Council and with Karry Sandy-McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator, who will review the letter and take any necessary action. Email received January 16, 2018 from the Chippewas of Rama First Nation Chief confirming receipt of the PIC #2 invitation letter. The Chief confirmed that the letter was reviewed and shared with Council and with Karry Sandy-McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator, who will review the letter and take any necessary action. Email received April 27, 2018 from the Chippewas of Rama First Nation Chief confirming receipt of the TPAP commencement notification letter. The Chief confirmed that the letter was reviewed and shared with Council and | No issues or concerns identified. Chippewas of Rama First Nation were kept informed throughout the study. A response email was sent to the Chippewas of Rama First Nation Chief on February 21, 2017 confirming that a PIC invitation was sent to Karry Sandy-McKenzie, Williams Treaty First Nations. A link to the project website and the panels presented at the PIC was also provided. A response email was sent to the Chippewas of Rama First Nation Chief on January 17, 2018 confirming that Ms. Sandy-McKenzie is on the project contact list and has been |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|-------------------------|---|--|---|
| | | with Karry Sandy-McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator, who will review the letter and take any necessary action. | sent the same information directly from the project team. |
| Hiawatha First Nation | Initial contact letter sent by MTO on November 12, 2015. PIC #1 invitation letter sent by MTO on November 18, 2016. Draft EPR review notification letter sent by MTO on December 12, 2017. PIC #2 invitation letter sent by MTO on January 5, 2018. TPAP commencement notification letter sent by MTO on April 17, 2018. TPAP completion notification letters were sent concurrently with the release of this EPR. | An email and letter were received from the Core Consultation Worker on November 25, 2015 noting that the 407 Transitway is being proposed within Hiawatha First Nation's Traditional and Treaty Territories. They recognized that MTO is conforming to the requirements within the Duty to Consult Process but noted that the correspondence received is not considered meaningful consultation but rather information sharing. The Core Consultation Worker noted that, as per the Hiawatha First Nation Consultation Protocol, the proposed 407 Transitway project is deemed to have little, if any, impact on Hiawatha First Nation's traditional territory and/or rights. They asked to be apprised of any updates, archaeological findings, and/or of any environmental impacts, should they occur. They requested to be contacted if archaeological artifacts are found, as they require their trained archaeological liaisons to be present at the archaeological sites during assessments. Any archaeological reports should also be forwarded to Hiawatha First Nation as they are completed. Any maps pertaining to the project should be sent in shapefile format. The Core Consultation Worker noted that Hiawatha First Nation reserves the right to provide additional comment should further development result in additional potential impact on their traditional territory and rights. While they request to be kept apprised throughout all phases of the project, they may not always have representation at stakeholder meetings. Updated contact information was provided. | The project contact list was updated. Hiawatha First Nation were kept informed throughout the study. As requested, the Stage 2 Archaeological Assessment Report (and information on the Stage 2 assessment) was provided to Hiawatha First Nation in an email dated August 3, 2018. |
| Beausoleil First Nation | Initial contact letter sent by MTO on November 12, 2015. PIC #1 invitation letter sent by MTO on November 18, 2016. | No comments/concerns received. | No issues or concerns identified. Beausoleil First Nation were kept informed throughout |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|-------------------------|--|--|---|
| | <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | | the study. |
| Alderville First Nation | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | No comments/concerns received. | <p>No issues or concerns identified.</p> <p>Alderville First Nation were kept informed throughout the study.</p> |
| Curve Lake First Nation | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> | <p>A letter was received on February 23, 2016 from the Curve Lake First Nation Chief noting that the area in which the 407 Transitway is proposed is situated in the Traditional Territory of Curve Lake First Nation, which is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada's Specific Claims Policy. The Chief suggested that the project team provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, with a copy of the proposal as part of the obligation to consult to also extend to other First Nations of the Williams Treaties. The Chief noted that Curve Lake First Nation is not currently aware of any issues that would cause concern with respect to their</p> | <p>The project contact list was updated.</p> <p>Curve Lake First Nation were kept informed throughout the study.</p> <p>A response letter was sent to the Curve Lake First Nation Chief on March 4, 2016 confirming that the initial contact letter describing the study was sent to Karry Sandy-Mackenzie, Williams Treaty First Nations, and to other First Nations of the Williams Treaty. The project team confirmed that the</p> |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---------------------------------------|---|---|--|
| | TPAP completion notification letters were sent concurrently with the release of this EPR. | <p>Traditional, Aboriginal or Treaty rights. The Chief noted that they have particular concern for the remains of their ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any archaeological findings, they must be notified immediately. In the case of a burial site, the Curve Lake First Nation reminded the project team of their obligations under the <i>Cemeteries Act</i> to notify the nearest First Nations Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. The regulations state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, Curve Lake First Nation must be contacted immediately. They also have available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of the field crew, the cost of which is to be borne by the proponent. Curve Lake First Nation must be notified if any new, undisclosed or unforeseen issues arise that have the potential for anticipated negative environmental impacts or anticipated impacts on their Treaty and Aboriginal rights. Updated contact information was provided.</p> <p>A letter was received on November 29, 2016 from the Curve Lake First Nation Chief in response to the PIC #1 invitation letter reiterating the information provided in their initial letter dated February 23, 2016.</p> | <p>Curve Lake First Nation's concerns should any of the work unearth any human remains or archeological findings have been noted. The project team committed to following their obligations under the <i>Cemeteries Act</i> and will notify First Nations representatives should human remains or archaeological findings be uncovered.</p> <p>A response letter was sent to the Curve Lake First Nation Chief on February 22, 2017 confirming that PIC invitations were sent to Karry Sandy-Mackenzie, Williams Treaty First Nations, and to other First Nations of the Williams Treaty. The project team confirmed that the Curve Lake First Nation's concerns should any of the work unearth any human remains or archeological findings have been noted. The project team committed to following their obligations under the <i>Cemeteries Act</i> and will notify First Nations representatives should human remains or archaeological findings be uncovered.</p> <p>As requested, the Stage 2 Archaeological Assessment Report (and information on the Stage 2 assessment) was provided to Curve Lake First Nation in a letter dated August 2, 2018.</p> |
| Coordinator for the Williams Treaties | Initial contact letter sent by MTO on November 12, 2015. | No comments/concerns received. | No issues or concerns identified. |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|---|---------------------------------------|---|
| | <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | | <p>Coordinator for the Williams Treaties was kept informed throughout the study.</p> |
| Mississaugas of the New Credit | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letter to be sent by MTO concurrent with the release of this EPR.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>Mississaugas of the New Credit were kept informed throughout the study.</p> |
| Six Nations of the Grand River Territory | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> | <p>No comments/concerns received.</p> | <p>No issues or concerns identified.</p> <p>Six Nations of the Grand River Territory were kept informed throughout the study.</p> |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|---------------------|--|--|---|
| | <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | | |
| Huron-Wendat Nation | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | <p>An email and the comment form were received on November 20, 2015 from the Ontario Files Coordinator providing updated contact information and requesting the shapefiles of the study area so they can determine the potential for Huron-Wendat archaeological sites.</p> <p>Email received December 18, 2017 from the Project Coordinator thanking the project team for the Draft EPR review notification letter and requesting the shapefiles for the project.</p> <p>Email received April 20, 2018 from the Project Coordinator thanking the project team for the update/TPAP commencement notification letter. The Project Coordinator noted that the Huron-Wendat Nation is very sensitive regarding the archaeology of the project and requested access to the Stage 2 Archaeological Assessment Report when available. In addition, she noted that the Huron-Wendat Nation must be involved in the Stage 3 archaeological assessment fieldwork. A second email received April 20, 2018 from the Project Coordinator thanking the project team for the clarification.</p> <p>Email received August 6, 2018 from the Project Coordinator noting that Huron-Wendat has numerous archaeological sites along the project route and therefore must be involved in any upcoming Stage 3 archaeological work.</p> | <p>No issues or concerns identified.</p> <p>The project contact list was updated.</p> <p>Huron-Wendat Nation were kept informed throughout the study.</p> <p>Response email sent January 20, 2016 to the Ontario Files Coordinator with the shapefiles for the study area and the key plan of the study area for reference.</p> <p>Response email sent December 20, 2017 to the Project Coordinator with the shapefiles for the study area and the key plan of the study area for reference.</p> <p>Response email sent April 20, 2018 to the Project Coordinator advising that the Stage 2 Archaeological Assessment Report will be shared with the Huron-Wendat Nation once completed. It was noted that the Stage 3 archaeological assessment will be undertaken during the pre-implementation and detail design phase although the timeframe of implementation for any section of the 407 Transitway is unknown.</p> <p>As requested, the Stage 2 Archaeological Assessment</p> |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--------------------|---|--------------------------------|---|
| | | | <p>Report (and information on the Stage 2 assessment) was provided to Huron-Wendat Nation in an email dated August 3, 2018.</p> <p>Response email sent August 7, 2018 to the Project Coordinator confirming that there is still no timeframe for the construction/ implementation of the 407 Transitway in any area of the 150 km long project. It was noted that the Stage 2 Archaeological Assessment Report completed is required for approval of the current project, and that MTO will not be conducting any Stage 3 work until the Pre-Implementation phase of the 407 Transitway, once dedicated funding has been approved (no timeframe for this). MTO will contact Huron-Wendat Nation once the project moves to the next phase of implementation.</p> |
| Kawartha Nishnawbe | <p>Initial contact letter sent by MTO on February 5, 2016.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | No comments/concerns received. | <p>No issues or concerns identified.</p> <p>Kawartha Nishnawbe were kept informed throughout the study.</p> |

TABLE 8.3: SUMMARY OF CONTACTS WITH INDIGENOUS AND MÉTIS COMMUNITIES DURING TPAP

| AGENCY | DATE CONTACTED | COMMENTS/CONCERNS | ACTION TAKEN |
|--|--|--------------------------------|--|
| Haudenosaunee Development Institute | <p>Initial contact letter sent by MTO on September 15, 2017.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | No comments/concerns received. | <p>No issues or concerns identified.</p> <p>Haudenosaunee Development Institute were kept informed throughout the study.</p> |
| Métis Consultation Unit, Metis Nation of Ontario Head Office | <p>Initial contact letter sent by MTO on November 12, 2015.</p> <p>PIC #1 invitation letter sent by MTO on November 18, 2016.</p> <p>Draft EPR review notification letter sent by MTO on December 12, 2017.</p> <p>PIC #2 invitation letter sent by MTO on January 5, 2018.</p> <p>TPAP commencement notification letter sent by MTO on April 17, 2018.</p> <p>TPAP completion notification letters were sent concurrently with the release of this EPR.</p> | No comments/concerns received. | <p>No issues or concerns identified.</p> <p>Métis Consultation Unit were kept informed throughout the study.</p> |

8.4. Consultation with the Public and Landowners

To facilitate the consultation process, notification of consultation activities/opportunities were provided to the public and to landowners in the vicinity of the study area. The public was able to choose a level of involvement from one or more of the following options:

- Project website (www.407Transitway.com);
- PICs; and,
- Contacting the project team directly.

8.4.1. Public Notification

The following four types of notices were advertised in four local newspapers:

“Notice of Public Information Centre #1” published on **November 23, 2016** in French (in *Le Métropolitain* (Mississauga)), and on **November 24, 2016** in English (in the *Brampton Guardian*, *Mississauga News*, and *Vaughan Citizen*);

“Notice of Public Information Centre #2” published on **January 10, 2018** in French (in *Le Métropolitain* (Mississauga)), and on **January 11, 2018** in English (in the *Brampton Guardian*, *Mississauga News*, and *Vaughan Citizen*);

“Notice of Commencement of Transit Project Assessment Process”; published on **April 25 and May 2, 2018** in French (in *Le Métropolitain* (Mississauga)), and on **April 26 and May 3, 2018** in English (in the *Brampton Guardian*, *Mississauga News*, and *Vaughan Citizen*); and,

“Notice of Completion of Environmental Project Report” published on **August 29, and September 5, 2018** in French (in *Le Métropolitain* (Mississauga)), and on **August 23 and August 30, 2018** in English (in the *Brampton Guardian*, *Mississauga News*, and *Vaughan Citizen*).

Since the study area (City of Brampton) is located within an area designated for French Language Services, the notices were published in both English and French. The local English newspapers included the *Brampton Guardian*, *Mississauga News*, *Vaughan Citizen*, and the local French newspaper included *Le Métropolitain* (Mississauga).

The “Notice of Public Information Centre #1” was placed in the local newspapers two weeks prior to the Public Information Centres which took place on December 6, 2016 and December 8, 2016. The notice included a discussion of the project, the TPAP, and PIC specifics (including date, time and location) and provided information on how to submit comments to the project team. A copy of the notice is presented in **Appendix A**.

The “Notice of Public Information Centre #2” was placed in the local newspapers two weeks prior to the Public Information Centres which took place on January 23 and January 25, 2018. The notice included a discussion of the project, the TPAP, and PIC specifics (including date, time and location) and provided information on how to submit comments to the project team. A copy of the notice is presented in **Appendix A**.

The “Notice of Commencement of Transit Project Assessment Process” was placed in the local newspapers to initiate the TPAP (first published on April 25, 2018). To meet the TPAP requirement of publishing the notice on two days, the notice was published in the same local newspapers on two consecutive weeks. Information about the project and how to submit comments to the project team was included in the notice. A copy of the notice is presented in **Appendix A**.

The “Notice of Completion of Environmental Project Report” was placed in local newspapers concurrently with the release of this EPR in August 2018. The notice provided details about the study, identified locations where copies of the EPR were available for public review, the closing date for submission of

comments, and information on how to contact the project team for further information or submission of comments. A copy of the notice is presented in **Appendix A**.

Digital copies of all notices in English and French were posted on the project website (407transitway.com).

8.4.2. Notification to Landowners in Close Vicinity of the Transitway

A total of 26, 571 copies of the “Notice of PIC #1” (English on one side, French on the other side) were distributed to residences, businesses, and landowners (including houses, apartments, and facilities) located within, or in the vicinity of, the study limits by Canada Post Unaddressed Bulk Mail Delivery service during the week of November 21, 2016 to inform local residents, landowners, business owners, and facility owners/operators of PIC #1. The notices were sent beyond the 30 m area as required by the TPAP. For the most part, landowners, approximately 500 m north and south of the 407 ETR, received the notices. When a residential subdivision was present adjacent to the 407 ETR right-of-way, the entire subdivision (over 500 m away from the 407 ETR right-of-way) was included as recipients of these notices.

The “Notice of PIC #2”, “Notice of Commencement of Transit Project Assessment Process” and “Notice of Completion of Environmental Project Report” (English on one side, French on the other side) were distributed to approximately 12,362, 12,732 and 12,750 points of call respectively (to local residents, landowners, business owners, and facility owners/operators located within or in the vicinity of the study limits). The Notices were distributed by Canada Post Unaddressed Bulk Mail Delivery service during the weeks of January 8, 2018 (“Notice of PIC #2”), April 16, 2018 (“Notice of Commencement of Transit Project Assessment Process”) and August 13, 2018 (“Notice of Completion of Environmental Project Report”). These notices were sent beyond the 30 m area as required by the TPAP and generally included an area within 200 m of the Transitway mainly south of the 407 ETR although in some cases, where postal routes are linked, the notices were delivered north of 407 ETR.

In addition, the “Notice of PIC #2”, “Notice of Commencement of Transit Project Assessment Process” and “Notice of Completion of Environmental Project Report” were sent via mail directly to members of the public/landowners on the project contact list that commented on the project or signed the PIC attendance registers.

Landowners of identified properties expected to be required for the construction of the 407 Transitway were notified of the PICs, commencement of the TPAP and completion of the EPR. Letters with a conceptual figure of the impacted area of the properties in question were mailed through registered mail service on January 9, 2018 (prior to PIC #2) and April 17, 2018. In addition, the “Notice of Commencement of Transit Project Assessment Process” and “Notice of Completion of Environmental Project Report” were sent to all impacted landowners directly.

8.4.3. Public Information Centres (PIC)

8.4.3.1. Public Information Centre #1

PIC #1 was held at the following two locations:

| | |
|------------------------------|------------------------------------|
| December 6, 2016 | December 8, 2016 |
| 4:00 p.m. to 8:00 p.m. | 4:00 p.m. to 8:00 p.m. |
| Greenbriar Recreation Centre | Woodbridge Pool and Memorial Arena |
| 1100 Central Park Drive | 5020 Highway 7 |
| Brampton, Ontario L6S 2C9 | Woodbridge, Ontario L4L 1T1 |

The purpose of PIC #1 was to introduce the 407 Transitway project to the public, to present an overview of the existing site conditions (including information on ridership and environmental considerations), the planning alignment and station location alternatives, the initial alternative recommendations for the alignment and station locations, and the alternatives evaluation criteria and methodology, and to solicit input from external agencies, Indigenous and Métis Communities and landowners/the public.

Project stakeholders, including elected officials, government agencies, and other interested agencies, as well as Indigenous and Métis Communities, were invited by letter to attend the PIC from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC meeting (along with copies of the “Notice of PIC #1” in English and French) were mailed on November 18, 2016. The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders to review the material presented at the PIC prior to the PIC and to communicate any issues or concerns to the project team in a candid manner. The PIC for members of the public and landowners took place from 4:00 p.m. to 8:00 p.m.

Displays/exhibits available during the PIC included various boards providing information on the purpose of the PIC, the 407 Transitway schedule and study process, service concept, ridership study, environmental considerations, screening of the station locations, Transitway corridor and candidate station nodes, methodology for evaluating the planning alignment and station site alternatives (including evaluation criteria), planning alignment and station site alternatives, the initial alternative recommendations for the alignment and station locations, next steps and Freedom of Information and Protection of Privacy details. Project team contact information was provided and PIC participants were encouraged to contact the project team with input, comments and questions. A copy of the PIC display panels is presented in **Appendix A**. The PIC display panels were posted on the project website on December 7, 2016.

A total of 44 people signed the attendance registers for PIC #1. Twenty-four people attended the PIC at the Greenbriar Recreation Centre in Brampton including eight representatives from external agencies (M.P.P. for Brampton/Springdale, four representatives from the Region of Peel, one representative from the City of Brampton, one representative from the Ministry of Environment and Climate Change, and one representative from the Greater Toronto Airports Authority). Also in attendance was the Educational Assistant for the M.P.P. and a representative from the Bramptonist (webpage). A total of 20 people

attended the PIC at the Woodbridge Pool and Memorial Arena in Woodbridge including four representatives from external agencies (one representative from Infrastructure Ontario, one representative from the City of Vaughan, one representative from the City of Mississauga, and one representative from MTO (Transit Policy Branch)).

SUMMARY OF COMMENTS RECEIVED

Comment sheets were available at the PIC for participants to record their issues and concerns. Participants were encouraged to complete the comment sheets at the PIC, or mail, fax or email the comment sheets to the project team by January 9, 2017.

A total of 20 comments were received by the project team in response to PIC #1. The project team received correspondence from four external agencies, two Indigenous Communities and one resident prior to the PIC, following submission of the PIC #1 invitation letters. Six comment forms were completed and submitted at the PICs (including one from a representative from the City of Brampton). The project team then received correspondence from three additional external agencies, one M.P., and three residents/landowners/members of the public after the PICs. Copies of all PIC correspondence including comment forms, letters, emails and website comments (as well as comments/inquiries received after PIC #1) are provided in **Appendix A**. A summary of the comments received at PIC #1 from members of the public and landowners and the project team’s responses are presented in **Table 8.4**. As per the *Freedom of Information and Protection of Privacy Act*, names of the members of the public and landowners are not provided. PIC comments from agencies are described in **Table 8.1** and PIC comments from Indigenous and Métis Communities are described in **Table 8.3**.

Most of the PIC participants were interested in reviewing and gaining an understanding of the proposed 407 Transitway. There was general support for the 407 Transitway. As outlined in **Table 8.4**, some of the issues/concerns discussed at the PIC and outlined in the written comments were related to property impacts, potential noise and traffic impacts, the need for pedestrian/cyclist access at the stations, and the preference for some stations to be built sooner. A few external agencies provided further information on requirements that need to be met as the project progressed. The City of Brampton asked the project team to review the need for a Transitway stop at the Bramalea GO Station and identified potential parking issues. Specific responses to all formal comments provided prior to, during and following the PIC were prepared and forwarded to the commenting party by February 22, 2017 (**see Appendix A**).

8.4.3.2. Public Information Centre #2

PIC #2 was held at the following two locations:

| | |
|------------------------------|------------------------------------|
| January 23, 2018 | January 25, 2018 |
| 4:00 p.m. to 8:00 p.m. | 4:00 p.m. to 8:00 p.m. |
| Greenbriar Recreation Centre | Woodbridge Pool and Memorial Arena |
| 1100 Central Park Drive | 5020 Highway 7 |
| Brampton, Ontario L6S 2C9 | Woodbridge, Ontario L4L 1T1 |

The purpose of PIC #2 was to present the technically preferred route alignment and stations, potential environmental impacts and proposed environmental protection/mitigation measures, to provide information on the TPAP (including major milestones, next steps and study schedule), and to solicit input from external agencies, Indigenous and Métis Communities and landowners/members of the public.

Project stakeholders, including elected officials, government agencies, and other interested agencies, as well as Indigenous and Métis Communities, were invited by letter to attend the PIC from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC meeting (along with copies of the “Notice of PIC #2” in English and French) were mailed on January 5, 2018. The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders to review the material presented at the PIC prior to the PIC and to communicate any issues or concerns to the project team in a candid manner. The PIC for members of the public and landowners took place from 4:00 p.m. to 8:00 p.m.

Displays/exhibits available during the PIC included various boards providing information on the purpose of the PIC, the 407 Transitway project (including infrastructure characteristics), schedule and study process, corridor growth, service concept and ridership study, the technically preferred 407 Transitway route alignment and station locations, station design principles, potential environmental impacts and mitigation measures, next steps, and Freedom of Information and Protection of Privacy details. Project team contact information was provided and PIC participants were encouraged to contact the project team with input, comments and questions. A copy of the PIC display panels is presented in **Appendix A**. The PIC display panels were posted on the project website on January 26, 2018.

A total of 49 people signed the attendance registers at the PICs. Thirty-two people attended the PIC at the Greenbriar Recreation Centre in Brampton including 12 representatives from external agencies (nine representatives from the City of Brampton and three representatives from the Region of Peel). A total of 17 people attended the PIC at the Woodbridge Pool and Memorial Arena in Woodbridge including one representative from one external agency (Infrastructure Ontario).

SUMMARY OF COMMENTS RECEIVED

Comment sheets were available at the PIC for participants to record their issues and concerns. Participants were encouraged to complete the comment sheets at the PIC, or mail, fax or email the comment sheets to the project team by February 23, 2018.

A total of 27 comments were received by the project team in response to PIC #2 before, during and after the PIC during the 30-day review period. The project team received PIC #2 related correspondence from 10 external agencies (including three different comments from Region of Peel staff), one Indigenous and Métis Community and 14 residents/landowners/member of the public. A total of seven comment forms were filled out and submitted at and after the PIC. Copies of all PIC correspondence including comment forms, letters, emails and website comments are provided in **Appendix A**. A summary of the comments received at PIC #2 from members of the public and landowners and the project team’s responses are presented in **Table 8.5**. As per the *Freedom of Information and Protection of Privacy Act*, names of the members of the public and landowners are not provided. PIC comments from agencies are described in **Table 8.1** and PIC comments from Indigenous and Métis Communities are described in **Table 8.3**.

Most of the PIC participants were interested in reviewing and gaining an understanding of the 407 Transitway project and the technically preferred route alignment and station locations. There was generally support for the 407 Transitway. As outlined in **Table 8.5**, some of the issues/concerns discussed at the PIC and/or outlined in the written comments were related to property impacts, wetland compensation to be provided in the vicinity of the 407 Transitway within the sites protected for future environmental compensation, and noise and pollution due to the existing 407 ETR facility (from a property owner located north of the 407 ETR). A number of property owners attended the PIC to discuss impacts to their properties including property owners in the vicinity of Codlin Crescent (location of proposed Highway 50 Station), property owners east of Bramalea Road and east of Pine Valley Drive (regarding the 407 Transitway alignment east of Pine Valley Drive and impacts to a stormwater management pond located on the property), and property owners west of Hurontario Street (regarding a stormwater management pond on the property and the realignment of the Hydro access road and the south access road to the Hurontario Street Station).

Nine representatives from the City of Brampton and three representatives from the Region of Peel attended the PIC at the Greenbriar Recreation Centre. Discussions with City of Brampton and Region of Peel staff included the rationale for not proceeding with a 407 Transitway station at Bramalea Road and instead providing an interlining connection at Bramalea Road to provide an additional access point for transit to connect to the Bramalea GO station north of 407 ETR. In addition, City of Brampton staff expressed concerns about impacts to the sports fields and parking area located east of Dixie Road, and asked if the proposed parking on the north side of the Dixie Road station could be reoriented as much as possible to the south side of the station to reduce impacts on the sports fields. The project team noted that the Dixie Road Station location was designed to minimize impacts to the sports fields and also to accommodate Hydro One requirements at this location. The issue of active transportation opportunities was also discussed with the City of Brampton staff. Active transportation consideration (i.e. bike racks, potential bike shelters, access for pedestrians/bikes into the stations) will be accommodated at the station locations and will be discussed with the municipalities prior to construction. A representative from Infrastructure Ontario attended the PIC at the Woodbridge Pool and Memorial Arena. Discussions with the Infrastructure Ontario representative included the rationale for protecting a number of sites along the 407 Transitway for future environmental compensation (see **Table 8.1** above for details). Specific responses to all formal comments provided prior to, during and following PIC #2 were prepared and forwarded to the commenting party by April 24, 2018 (see **Appendix A**).

After the publication of the “Notice of Commencement of Transit Project Assessment Process”, the project team received correspondence from three additional members of the public with the details provided below:

- One member of the public requested to be added to the project mailing list via email on April 25, 2018. This member of the public was added to the mailing list and will receive the “Notice of Completion of Environmental Project Report”.

- One business owner requested to be added to the project mailing list via email on April 30, 2018. This business member was added to the mailing list and will receive the “Notice of Completion of Environmental Project Report”.
- One member of the public submitted questions about the project via the project website on May 25, 2018. He asked which transit agency will be servicing the transitway (i.e. only the regional transit agency (GO Transit) or other municipal transit agencies (i.e. TTC, YRT/VIVA, MiWay, Zum)), and if other municipal transit agencies are allowed to service the transitway, if they will be responsible for paying a service agreement fee. He also asked when the project will enter into the procurement, design and construction phases. He noted that it was his understanding that, generally after the TPAP is finished, there is also a Preliminary Engineering/Design Business Case study completed. He asked if this has been completed or if the transitway project will start in a few years. The project team noted in an email dated May 30, 2018 that the current plan is for Metrolinx to be responsible for implementation and operation of the 407 Transitway. Since the Transitway is to utilize bus-based technology, it will be available to other transit agencies including TTC, YRT/VIVA, MiWay and Zum for interlining purposes (interlining is a direct and efficient connection to the 407 Transitway for local bus access). Details of the use agreements between Metrolinx and the transit agencies wishing to use the Transitway will be worked out in the future.

The project team confirmed that there is currently no implementation timetable for this project beyond the completion of the TPAP. However, the intention is for the 407 Transitway to ultimately replace the current 407 Express Bus Service, which will likely be implemented in stages based on demand. The member of the public then asked via email on May 30, 2018 if the TPAP is to be completed within a few years for all five phases, will Metrolinx’s 2041 RTP last until post-2041 or will it have to be amended based on the population growth and other factors addressed in the TPAP. The project team noted in an email dated June 1, 2018 that, according to the TPAP regulation, the approval lasts for 10 years. If the next phase of project implementation has not commenced within this time frame, the EPR must be reviewed and updated as appropriate and necessary in consultation with MECP. Matters that might be considered could include updated environmental impact mitigation and transit demand/integration changes that could result, for instance, in minor station layout modifications.

TABLE 8.4: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #1 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|-----------|---|---|
| Person #1 | Request from local resident to confirm whether her property is located in the study area. | The project team provided confirmation that the resident’s property is located just north of the study area limits. Although the study area extends north of the 407 ETR, the 407 Transitway will be located south of the 407 ETR in this area. |
| Person #2 | Request for panels to be sent. | The project team provided the link to the project website and the panels/information presented at the PIC. |
| Person #3 | Stations are a great idea – build them now. Use 407 until capacity justifies a separate dedicated busway. Build busway later as demand increases or 407 ETR becomes congested. Allow land zoning to build offices and other high density employment buildings to better utilize busway services. | Comments noted. PIC comment form indicated no response required. |
| Person #4 | Project seems like a viable means of establishing consistent and more simple means of multi-city transportation with the GTA. I would like to see these plans eventually come to fruition. | Comments noted. PIC comment form indicated no response required. |
| Person #5 | The plan looks good. Build it as soon as possible. From my perspective, I would like to see a station at Goreway, and build as soon as possible to connect with the Spadina Subway. | Comments noted. PIC comment form indicated no response required. A station at Goreway Drive is proposed as part of the 407 Transitway. |
| Person #6 | I like the idea of an east-west transit plan such as this. I’m concerned about the car centric station design and minimal focus on pedestrian and cyclist access. Wouldn’t this idea be better applied along Highway 401? I think Highway 401 should have a Transitway before the 407 ETR. York Region will already have the Highway 7 BRT and this seems like overkill when Toronto is bickering over a Sheppard subway extension when we can easily take two or three lanes from Highway 401 for buses in an | Comments noted. PIC comment form indicated no response required. Pedestrian and cyclist access will be considered as part of the station designs. |

TABLE 8.4: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #1 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|------------|---|---|
| | area proven to use transit for a fraction of the price of a subway. | |
| Person #7 | <p>Were the details of the Brampton consultation website taken off the website?</p> <p>Correspondence with the project team and provision of information regarding community group, Fight Gridlock in Brampton (pro-transit, pro-complete streets group of resident volunteers).</p> <p>Provided link to article in Bramptonist (online publication) posted December 8, 2016 regarding the 407 Transitway project.</p> | The project team provided the link to the project website and the panels/information presented at the PIC. Information about the details of the PIC were provided. |
| Person #8 | <p>I have read this great article written by Kan on inbrampton.com. I would like to start by saying that I am very glad that your email, amongst others, has been available to us, the public, for us to contact because we believe that you will advocate for us and will make a difference.</p> <p>I am a public transit user, who uses the Züm bus, Brampton Transit and Go bus on a daily basis. I believe that installing the BRT (or even LRT) route along Highway 407 would be very beneficial for all. It will make commuters happy by reducing travel time, and it will also make all citizens happy as it will reduce traffic on the roads. On top of that, I think that it will be a great solution to improving the transit system, locally in Brampton and across the province, by allowing space and access into eventually creating a path for future LRTs. These are the reasons why I think you should advocate for the numerous benefits of installing the BRT (or even LRT) route along Highway 407.</p> <p>Thank you very much for your time. We hope to hear about the good news soon.</p> | Comments noted. The project team provided the link to the project website and the panels/information presented at the PIC. The project team confirmed that the public transit user will be added to the project mailing list and will be kept informed as the project progresses. |
| Person #9 | <p>I own land within the study area. I have a secondary plan to allow industrial and commercial development as well as dedicated servicing from Etobicoke. I attended the PIC on December 8 and was shocked to discover a plan for the transitway to occupy about one third of my land. This will surely affect my intent to either develop or sell the property. Land in this area is very expensive. This would be the eighth public taking of my property!</p> <p>Further information on the property was provided by the landowner.</p> | <p>The project team confirmed that the team will review the proposed Transitway alignment in the vicinity of the property and provide a response, and requested further information about the property.</p> <p>The project team confirmed in July 2017 that the Transitway alignment has been refined in order to avoid any impacts to the landowner's properties. As a result, there will be no impacts to these two properties.</p> |
| Person #10 | <p>We are the Owners and Operators of a facility along the proposed 407 Transitway. Our south property line abuts the subject 407 Transitway. We were just informed about the 407 Transitway Public Information meeting held on December 6, 2016. Unfortunately, if we did receive notice, it was inadvertently misplaced and we did not have an opportunity to attend or submit comments. We would appreciate if you would add our Company to the mailing list to my attention. The company is in the preliminary engineering design of a major expansion and I would appreciate if we could meet either with your group or your Consultants to discuss your plans for the Bramalea Station and the required setbacks. The company has no direct access to Bramalea Road and have easements across the Transitway. Please forward a couple of dates and times for the proposed meeting.</p> | <p>Correspondence took place with the owners/operators of the facility in from March to October 2017. The project team provided information on the project (including the link to the project website and the panels/information presented at the PIC) and the proposed expansion plans were discussed. The facility owner/operator will be added to the project contact list.</p> <p>A meeting with the project team and the owners/operators of the facility took place at MTO's Office on April 7, 2017 regarding the expansion plans and potential conflicts with the 407 Transitway. The project team confirmed on October 5, 2017 that the Transitway alignment has been refined in order to avoid any impacts to the landowner's property.</p> |
| Person #11 | <p>Was the Hurontario Street & Highway 407 GO Bus Park and Ride in Mississauga built to accommodate for a future stop for the 407 Transitway? Or would renovations have to be made to accommodate a future stop for the 407 Transitway at the Hurontario Street & Highway 407 GO Bus Park and Ride?</p> <p>After I read your reply I realize and was thinking you don't need to build a new station. It would make sense to renovate the existing 407 GO Bus Park and Ride facility. The existing 407 GO Bus Park and Ride as you know has parking, pick up and drop off and transit transfer operations. Both Mississauga Transit and Brampton Transit use the existing 407 GO Bus Park and Ride facility for connection to the GO Bus. Just implement a stop for the Hurontario LRT. Oh wait.....there's two problems. One the existing 407 GO Bus Park and Ride facility might be too far a walk for a 407 Transitway stop depending where the 407 Transitway will be located. Close to the highway? A good distance from the highway? An on which side of the highway will the 407 Transitway be located? And to the Hurontario LRT. A Hurontario LRT stop has to be close or</p> | <p>Comments noted. Correspondence took place with the member of the public in November and December 2017. The project team noted in an email dated November 17, 2017 to the member of the public that a new station facility will be designed at Hurontario Street and 407 ETR to service the 407 Transitway and will include transit transfer operation, parking and pick up and drop off. When implemented (currently not scheduled), this station will replace the existing 407 GO Bus Park and Ride Facility. The project team noted in an email dated December 22, 2017 that the 407 Transitway stations are planned to include washroom facilities. It was noted that, being located parallel to the 407 ETR, there is a unique opportunity to implement the 407 Transitway in stages. The first stage is running GO buses in mixed traffic on 407 ETR supported by stations at strategic locations. The 407 Express Bus Service began operation on each of the sections of 407 ETR as they opened. This will be followed by construction of key segments of the Transitway runningway, while continuing operation on 407 ETR for the remaining sections. Timing of implementation staging will be determined by growing transit demand in the corridor, traffic congestion and funding priorities. In terms of technology, the projected transit demand in the corridor is high, requiring a grade separated bus rapid transit facility, but does not justify an investment in light rail technology. However, the design of the Transitway will allow conversation to LRT in the future if warranted by demand.</p> |

TABLE 8.4: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #1 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|--------|---|----------|
| | <p>close enough to the 407 Transitway stop which will be a transit hub for Mississauga Transit, Brampton Transit, GO Bus and for the Hurontario LRT. I think I answered my own question!</p> <p>Will washrooms be added to the new station at Hurontario and the 407 location? I'm surprised the 407 Transitway was not implemented at the same time as the 407 ETR was opened in the 1990s or five year after the 407 ETR had opened. It would have certainly been ahead of its time had that happened. I read somewhere one of the councillors for the City of Markham was saying why have the 407 Transitway as a bus rapid transit? Why wasn't the 407 Transitway built as a LRT? But you have the GO Train. So it would make sense to have the 407 Transitway as a bus rapid transit. Especially for the GO Buses.</p> | |

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #2 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|-----------|--|---|
| Person #1 | Was there any consideration to having bus lanes only near to the shoulder of the 407 ETR highway? Or close to the exit ramps at the interchange? I guess it would make sense to have and build a transitway specifically for buses instead of having buses in mixed traffic on the 407 ETR even though the buses would have their own lane. I got your email regarding the Notice of PIC #2 for the 407 Transitway from west of Hurontario Street to east of Highway 400. | Comments noted. The project team noted in an email dated January 9, 2018 that treatments such as the ones he raised would have been considered to optimize mixed traffic bus operation in advance of implementing the Transitway but, unfortunately, this was not possible due to the restrictions included in the concession agreement when the highway was leased to 407 ETR. It was noted that the member of the public will have the opportunity to discuss his ideas further and ask additional questions at PIC #2. |
| Person #2 | Confirmation of receipt of PIC #2 Notice. | No response required. |
| Person #3 | Confirmation of receipt of PIC #2 Notice. | No response required. |
| Person #4 | Request for website link to PIC #2 information/panels. | The project team noted in an email dated January 9, 2018 that all the information and presentation boards that will be shown at PIC #2 will be uploaded to the project website the following week (week of January 29 th). A link was provided to the project website showing the information regarding PIC #2. |
| Person #5 | <p>I noticed the recent ad (for PIC #2). On the notice and on the website it states "The 407 Transitway includes a grade-separated dedicated running way for transit vehicle". I have reviewed the material online and it is unclear what is intended by 'grade-separated' (unless I missed something)? Further clarification would be appreciated.</p> <p>I fully appreciated the benefits of the exclusive right-of-way for transit but I question at what cost. I understand this segment (Hurontario to 400) is part of a larger 407 Transitway project, how many grade separated crossings are needed for the entire 407 Transitway corridor (Burlington to Pickering)? What is the cost associated with grade separating all these crossings? What analysis was completed to support this "benefit" to transit? Were alternatives to grade separating every crossing assessed? Were other transit priority measure assessed? Surely it can be an all or nothing scenario with no regards to cost. I cannot attend the meetings this week when will the material be available on the project website?</p> | <p>Comments noted. The project team noted in an email dated January 22, 2018 that the 407 Transitway will be located in its own exclusive right-of-way with no intersections operating as a bus transit facility. This means that the Transitway will pass over or under all roads and rail lines that it crosses, optimizing operating characteristics and providing the opportunity to convert it to a Light Rail Transit facility, if required, in the future.</p> <p>The project team noted in an email dated January 24, 2018 that all of the documents associated with on-going and approved sections for the 407 Transitway are available on the project website (www.407Transitway.com). The characteristics of the 407 Transitway will follow the crossings of Highway 407 ETR. An accurate number of grade separated crossings of all local roads is not available until all the Environmental Assessments are completed and approved. Simply counting the number of 407 ETR structures could give you an idea of the type/number of crossings the 407 Transitway will have. Currently, there is no timeframe or dedicated funding to implement/construct any segment of the 407 Transitway runningway alignment. At this time, the Ministry will only be completing the TPAP for the 407 Transitway. It was confirmed that the PIC boards will be posted to the project website during the week of January 29th.</p> |
| Person #6 | I am in receipt of the notice for PIC#2 and would like to participate on January 25 th between 4.00 p.m. to 8.00 p.m. in Woodbridge. It will be appreciated very much if you could acknowledge my presence on that evening as it would help me getting a credit for my CPD (continuing professional development) program. Is the exclusive right-of-way belonging to M.T.O. or was it expropriated from 407 ETR? I look forward to meeting you on the 25 th . | Comments noted. The project team noted in an email dated January 16, 2018 that PIC#2 will be held on January 25 th between 4 p.m. and 8 p.m. in Woodbridge. This PIC is an informal drop-in style at any time between those hours where the preferred design of the Transitway (from west of Hurontario Street to east of Highway 400) will be on display and the project team will be available to answer any questions. There will be a sign-in sheet and comment sheets available for the public to fill out. The project team confirmed that all of the PIC materials will be posted to the project website (www.407transitway.com/hurontarioTo400) the week of January 29 th . |
| Person #7 | Property owners of several properties along the 407 Transitway provided comments via phone, email, at and after the PIC and via two comment forms. The property owner confirmed receipt of the property plan indicating the proposed 407 Transitway corridor for one of their properties. The property owner requested a similar property plan for their second property in the study area, and for lands located east of the study area in order to assess the potential impacts of the 407 Transitway on their properties. The property owner requested to meet with MTO in order to commence discussions regarding the potential acquisition of any lands that may be required from their holdings for the corridor. | Comments noted. Correspondence took place with the property owners from January to April 2018 regarding the 407 Transitway project, the study process, and potential impacts to the property owners' two properties. The Property Plan for the second property was provided in an email dated January 18, 2018. The project team responded to the comments submitted by the property owner in an email dated April 12, 2018 (detailed in Appendix A). |

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #2 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|-----------|--|---|
| | <p>Discussions took place between the project team and the property owner at the PIC at the Woodbridge Pool and Memorial Arena about the two properties, including a potential shift of the alignment to the north to avoid the stormwater management pond on one location as well as the future Hydro line at another location. The property owner asked the project team to contact him if access is required through their property for testing/fieldwork purposes on the adjacent land. Comment forms were provided from the property owners for the two properties. The property owners requested that these comments be given due consideration and be implemented with respect to each of these properties respectively. They can provide further information for either of these properties as required.</p> <p><u>Comments on Property #1</u> The stormwater management pond servicing the property is on lands owned by Infrastructure Ontario and is subject to an easement in favour of the property owner permitting the use for storm pond drainage purposes and for which the property owner paid the Province a significant amount representing fair market value for such use. There is a private driveway/road owned and maintained by the property owner at this location. They note that the preferred alignment alternative at this location indicates that the proposed alignment will travel beneath this roadway and adjacent to, but not over or through, the stormwater management pond. The property contains a substantial industrial complex of three buildings comprising approximately 820,000 square feet of built office and industrial space with some expansion still available. Any disruption to the use of the complex including the storm pond would have serious impacts on the property owner. Accordingly, they are concerned that any plans for the alignment in this location preserve to the property owner the full and uninterrupted use of both the roadway and the stormwater management pond. They noted that the use of private lands in this location of the 407 Transitway (whether above or below grade) should provide for compensation to the owner for the loss of ownership interests.</p> <p><u>Comments on Property #2</u> A portion of the property adjacent to the 407 ETR has been “reserved” by MTO and the Province of Ontario for many years for the Transitway and accordingly have been unavailable to the property owner notwithstanding that they are privately owned. The property owner has asked MTO on previous occasions to either purchase/expropriate these lands or alternatively release them for development in conjunction with the adjacent industrial lands owned by the property owner. The Ministry has in the past not agreed to either purchase or release the lands. They noted that the preferred alignment alternative at this location indicates that the proposed alignment will not utilize a large portion, and perhaps none at all, of the privately held and currently reserved property owners’ lands. Accordingly, the property owner is requesting that the lands not required for the preferred alignment alternative be released and that the property owner be permitted to develop them in accordance with City of Brampton requirements and without Transitway restrictions. Alternatively, if this is not acceptable, then they request again that the lands owned by the property owner and “frozen” from use by future Transitway requirements be purchased by the Ministry at fair market value relative to the adjacent lands of which they form part.</p> <p>In an email dated April 16, 2018, the property owner thanked the project team for their response and noted that they will keep the material provided on file and wait for the next step (TPAP and completion of the EPR). They requested that they be kept informed as the process continues, particularly in the case of any new or changed information.</p> | |
| Person #8 | <p>Active transportation considerations: installing closed circuit cameras at bike shelters and good lighting to provide additional security; ensuring connections to existing active transportation infrastructure; and, building bridges wide enough to accommodate bikes.</p> <p>Environmental considerations: use of permeable paving; use of LID in place of stormwater management ponds where possible; and, use of electric buses or biodiesel.</p> | <p>Comments noted. The project team responded to the comments submitted by the member of the public via email on April 11, 2018. The 407 Transitway is being designed following the approved MTO Transitway Design Standards which do not include an active transportation facility parallel to the runningway. The Transitway Design Standards were developed based on a design speed of 110 km per hour for an all grade separated runningway to exclusively accommodate bus rapid transit or light rail transit. Due to safety considerations and right of way availability along the 407 Corridor, the standard typical cross section of the 407 Transitway does not provide opportunity for an active transportation pathway. However, active transportation accessibility from the existing road network and corresponding facilities are being considered at all 407 Transitway stations. Prior to the implementation phase of the 407 Transitway, station facility active transportation infrastructure needs and</p> |

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #2 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|------------|--|--|
| | | plans (i.e. bike shelters, access for pedestrians/cyclists, lighting, etc.) will be discussed with the appropriate municipalities. The types of environmental measures noted by the member of the public will be considered/further assessed during the implementation and operational phases of the 407 Transitway. |
| Person #9 | Like the incorporation of bicycle facilities - infrastructure to and from stations and covered bicycle storage is very important. Do add security cameras as theft is an issue at current GO stations. The design for BRT and hopefully LRT is a great location for east/west travel for commuting. Environmental concerns like permeable paving, attention to watersheds, and wildlife and pollution all critical | Comments noted. The project team responded to the comments submitted by the member of the public via email on April 11, 2018. Active transportation accessibility from the existing road network and corresponding facilities are being considered at all 407 Transitway stations. Prior to the implementation phase of the 407 Transitway, station facility active transportation infrastructure needs and plans (i.e. bike shelters, access for pedestrians/cyclists, lighting, etc.) will be discussed with the appropriate municipalities. The incorporation of permeable pavement/asphalt (and similar environmental measures) into the design will be considered/further assessed during the implementation phase of the 407 Transitway. As part of the 407 Transitway project, a fish and fish habitat assessment (including an assessment of impacts to watercourses/watersheds), terrestrial ecosystems assessment (including an assessment of impacts to wildlife and wildlife habitat and species at risk) and an air quality/climate change assessment have been completed. Other environmental disciplines were also considered as part of this project as they pertain to the natural, social, economic and cultural environments, and technical reports have been prepared for these disciplines. It was noted that the results of all of these assessments (as well as the technical reports) will be included in the EPR that is currently being prepared for this project. |
| Person #10 | I would love to see this implemented sooner. I would use this service to enable me to directly travel to work using only transit. I am interesting in seeing a seamless connection between local buses and the proposed BRT/LRT. It seems there needs to be more private support from developers to promote more exposure about the project. There is a sustainable option that would decrease congestion and ridership. This transitway would be so useful for those who do not want to drive such as myself. It will directly promote vibrancy. I can use this service to go downtown without worrying about driving and drinking, and finding parking space. At this rate, I can only see more and more cars on the road – we need a better alternative and this is it. Transit is the way to go. | Comments noted. PIC comment form indicated no response required. |
| Person #11 | Subject to the appropriate discussions and arrangements, we would consider entering into discussions to possibly sell the property subject to reviewing the hardships of the potential losses that can be avoided in the future, amongst other things. | Comments noted. The project team responded to the comments submitted by the property owner via letter on April 11, 2018 (and again via email on May 8, 2018). The normal process is for MTO to commence negotiations to acquire properties once the project has been placed on the 5-year construction program. Construction timing for the Highway 50 Transitway Station is not known at this time. The project team confirmed that the Central Region Property Office can be contacted at 416-235-4953 to discuss this further. In the meantime, it was noted that there is nothing to prevent the property owner from continuing to operate their current business on the property until it is required for Transitway project implementation which could be many years away. |
| Person #12 | Unfortunately, I was working late last night in Kitchener and I could not attend your planned 407 Transit Way public information session held at Greenbriar Recreation Centre in Brampton yesterday evening. On the weekend, I did download and study the proposed plan posted on your website and I was wondering and had planned to ask this question at the meeting: "Why are both Dixie Road and Airport Road planned as transit stops, and not the already built major transit Hub at Bramalea Road, Steeles Avenue and that has connections to the Go Train etc...? I would be interested in finding more information, and the rationale for this particular area as I live very close to this area and commute regularly. | Comments noted. The project team responded to the comments submitted by the member of the public via email on January 31, 2018. The project team examined a number of alignment options in an attempt to provide a direct connection to the Bramalea GO Station. Unfortunately, a feasible alignment is not possible from either a design or cost/benefit perspective. The preferred design does include a bus exit/entrance ramp from the Transitway to connect with the GO station via Bramalea Road. The Dixie Road and Airport Road stations will provide the other access requirements for this segment of the Transitway, including local transit, park and ride, pick up/drop off, bicycle and walk in modes. The EPR includes the detailed information about all of the alternatives that were examined and the reasons for selecting the preferred option. |
| Person #13 | The solicitor representing an impacted property owner attended the PIC at the Greenbriar Recreation Centre and provided the following comments requesting that they be circulated within MTO in order to address the stormwater management pond issue at the property, and the realignment of the Hydro access road and the south access road to the station: <ul style="list-style-type: none"> We believe there is no requirement for a stormwater management pond in the vicinity of the Hurontario Street Station as this site is serviced via Vicksburgh Drive to the Derry Road stormwater management pond. The hydro sub-station access road should be relocated to the existing hydro corridor. The secondary entranceway from Vicksburgh Drive to run along the hydro corridor boundary. The comments above will serve to reduce the required taking at the property. We wish to be involved in the process to finalize proposed property lines and the extent of the taking of our property. <p>In addition, two emails/letters were received from the solicitor on March 16, 2018. The first letter noted that they advised the project team at PIC #2 that the proposed taking of a portion of the property included land not required for Transitway purposes (in particular, storm water management ponds) and that certain bus lanes should be relocated. This would allow the property owner, albeit with significant modifications, to</p> | Comments noted. The project team responded to the comments submitted by the solicitor/property owner via letter on April 11, 2018. The station site requires stormwater management, which has been proposed through a stormwater pond, discharging into the adjacent Fletchers Creek. The Transitway design includes two ponds as shown in the station layout. In order to minimize impacts to the property, the south pond has been relocated to the north-west between the two hydro corridors. MTO would need to review and discuss in detail the specifics of the property owner's considerations for the Hurontario stormwater management approach included in the property owner's plans. The access road off Vicksburgh Drive is the primary entrance to the station side, not the secondary. The secondary access off Hurontario Street is a right in/right out only "T" intersection. The access road off Vicksburgh Drive cannot be relocated along the hydro corridor due to physical constraints (hydro towers), operational constraints (the access is proposed as a continuation of the existing road south of Vicksburg Drive), and geometric constraints (this road will serve buses).Based on the discussions held at the January 23, 2018 PIC in Brampton and addressing the property owner's written comments, MTO has made design modifications to the Hurontario Station layout, aimed at reducing the impact to the property. Responses to the property owners' comments reflect the design modifications illustrated in the revised Hurontario Station layout. Due to the property being within MTO's permit control area, all proposed development applications must be circulated to MTO's Corridor Management office for review, approval and permits before any above/below ground construction can commence. The permit application process will determine MTO's setback requirements and help facilitate the proposed development planning for the site. To date, MTO's Corridor Management office has not received any proposed development plans (submitted by the property owner or by the City of Mississauga) for this location. The project team provided the requested CAD drawing via email on April 19, 2018. |

TABLE 8.5: COMMENTS RECEIVED FROM MEMBERS OF THE PUBLIC/LANDOWNERS AT PIC #2 AND PROJECT TEAM RESPONSES

| PERSON | COMMENT | RESPONSE |
|-------------|--|--|
| | <p>develop the remaining portion of the property. It was noted that the property is zoned and ready for development and that the property owner, at significant expense, has produced detailed site plans which have been circulated at the City. They were advised at the PIC that their concerns would be considered and that a response would be forthcoming. Upon an examination of title to the property, they have now been made aware of the Registration of Order designating the property a 'Controlled Access Highway'. This has the effect of freezing the property owner's property to the enormous financial detriment of the property owner. They noted that the project team advised that an actual expropriation of all or part of the property may proceed reasonably soon, or in several years, or possibly not at all. This first letter advised the project team that the property owner reserves the right to bring an action or application, including for damages, for its losses arising from the Registration of Order. The second letter noted that, notwithstanding the first letter (also dated March 16, 2018), they remain interested in resolving the matter on the basis that the property owner is left with sufficient lands comprising Block 1 (the property) to allow it to construct a single tower with sufficient parking as required by the City of Mississauga in the normal course. This will require the relocation of the storm water management ponds (as they are not in any event required) and the bus access road onto the hydro right of way lands as set out in the enclosure to the first letter. They requested confirmation in order to proceed with their revised development that none of the setbacks contemplated by the <i>Public Transportation and Highway Improvement Act</i> will preclude their development on the Block 1 lands, and indeed, on the balance of the property owner's property. They requested a response to their letters/concerns and resolution of the outstanding issues. After a response was sent by MTO, the solicitor requested a dimensioned CAD plan showing the revised boundary of the bus station lands in order for his client to determine how to revise the development to fit within the revised boundary.</p> | |
| Person # 14 | <p>A property owner and his partner requested a meeting with the project team in emails in February 2017 to discuss impacts to their property.</p> | <p>Comments noted. A meeting was held at MTO on February 14, 2018 with the project team and property owners to discuss the 407 Transitway alignment and the impacts to the property. In an email dated April 11, 2018, the project team provided the requested drawing showing the 407 Transitway alignment in the vicinity of the property.</p> |