

Appendix A: Consultation Record



407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD

MINISTRY OF TRANSPORTATION - CENTRAL REGION

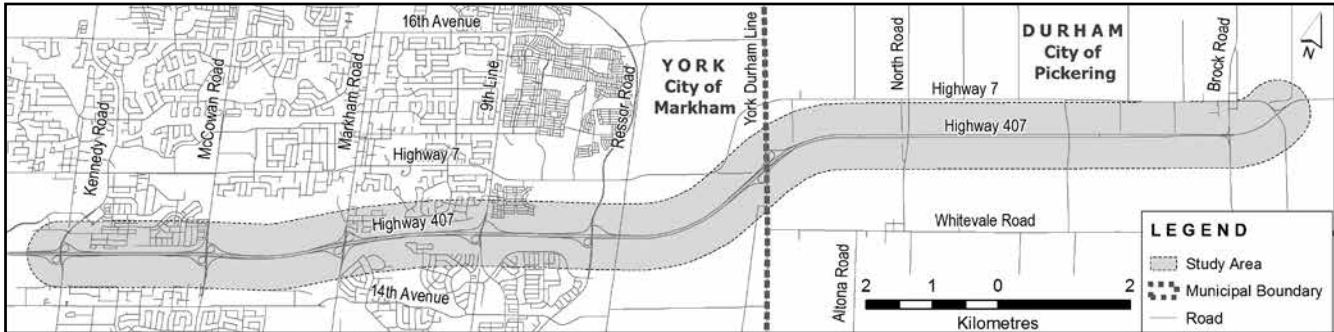
NOTICE OF PUBLIC INFORMATION CENTRE

407 Transitway Kennedy Road to Brock Road Regional Municipalities of York and Durham Ontario Ministry of Transportation

THE PROJECT

The Ontario **Ministry of Transportation (MTO)** is proposing an 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the Town of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway includes a two-laned, dedicated runningway and stations located at most north-south arterial roads. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

This 18 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.



THE PROCESS

MTO is carrying out a Planning Study for the 407 Transitway prior to initiating the Transit Project Assessment Process as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings*. The Planning Study includes a review of existing conditions, an examination of potential alignments and station locations and identification of a technically preferred alignment and station locations. The Notice of Commencement for the formal Transit Project Assessment Process and release of study documentation will be published in this local newspaper in the future. All information produced as part of this project is available at www.407transitway.com.

PUBLIC INFORMATION CENTRE

The Public Information Centre (PIC) will be held at the following two locations:

Date: April 15, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum – Main Building
9350 Markham Road
Markham, ON L3P 3J3

Date: April 16, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Pickering Recreation Complex – Meeting Room B
1867 Valley Farm Road
Pickering, ON L1V 3Y7

The PIC will be an informal drop-in centre. The results of the Planning Study will be displayed including introduction to the transitway, existing conditions, potential alignments and station locations and the technically preferred alignment and station locations. MTO staff and their consultants will be on hand to answer any questions and to receive your input.

COMMENTS

We are interested in hearing any comments that you may have about this study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

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e-mail: gkauffman@lgl.com

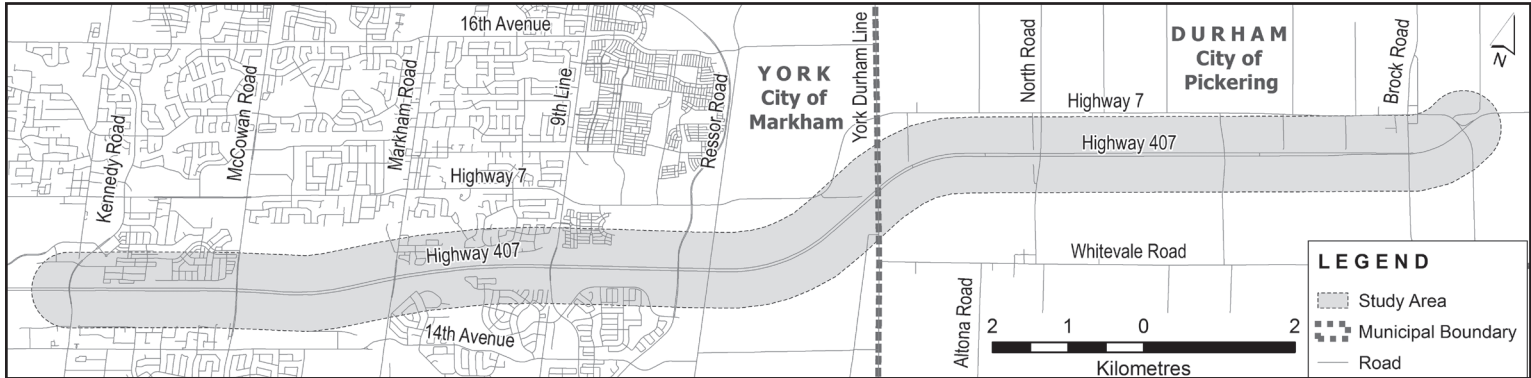
NOTICE OF PUBLIC INFORMATION CENTRE #2

407 Transitway - Kennedy Road to Brock Road – Regional Municipalities of York and Durham

THE PROJECT

The Ontario **Ministry of Transportation (MTO)** is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway includes Markham Road Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station; and three protected sites near McCowan Road, York-Durham Line and Rossland Road. Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 18 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.



THE PROCESS

The environmental impact of this transit project will be assessed according to the transit project assessment process as prescribed in Ontario Regulation 231/08, *Transit Projects and Metrolinx Undertakings*. As part of the transit project assessment process, an Environmental Project Report (EPR) will be prepared. The Notice of Commencement for the Transit Project Assessment Process and release of the EPR will be published in this local newspaper in the future. All information produced as part of this project is available at www.407transitway.com.

Members of the public, agencies and other interested parties are encouraged to participate actively in the transit project assessment process by attending consultation activities or contacting staff directly with information, comments or questions. A Public Information Centre (PIC) was held in April 2015. It presented information on past studies, need and justification, existing conditions, objectives, station sites and route alternatives, and the technically preferred station sites and route alternative to the public.

PUBLIC INFORMATION CENTRE (PIC) #2

PIC #2 will be held in two different locations:

Date: June 22, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Claremont Community Centre
Lions Room
4941 Old Brock Road, Claremont, ON L1Y 1A9

Date: June 23, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Road, Markham, ON L3P 3J3

PIC #2 will consist of an informal drop-in centre. The technically preferred route alignment and stations, impacts and mitigation measures will be presented at this PIC. MTO staff and their consultants will be on hand to answer any questions and to receive your input.

COMMENTS

We are interested in hearing any comments that you may have about this study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you would like to be added to our project mailing list or have project-related questions, please contact:

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Ave., 4th Floor, Toronto, ON M3M 0B7
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MTO A/Senior Environmental Planner
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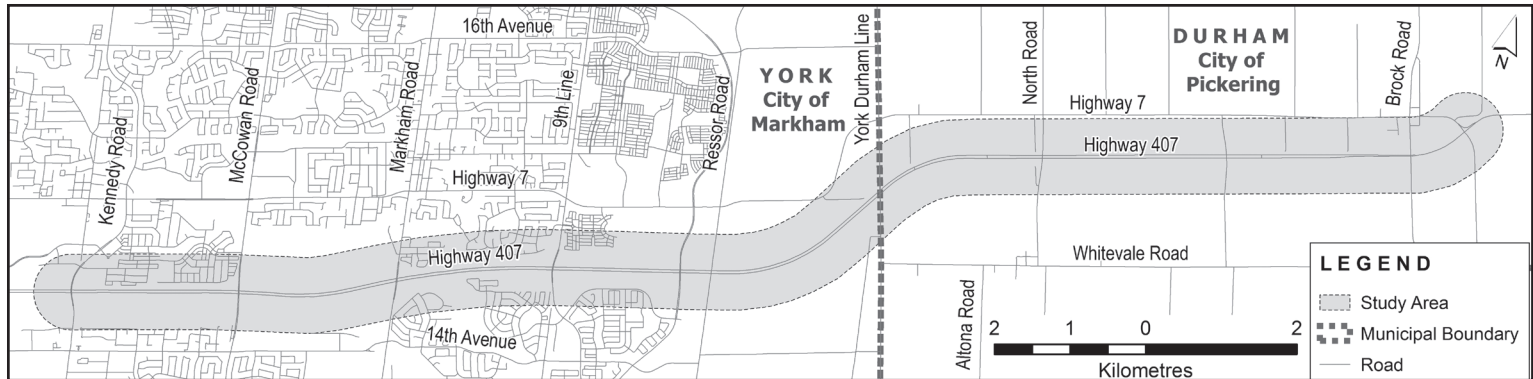
NOTICE OF COMMENCEMENT OF TRANSIT PROJECT ASSESSMENT PROCESS

407 Transitway Kennedy Road to Brock Road Regional Municipalities of York and Durham Ontario Ministry of Transportation

THE PROJECT

The **Ministry of Transportation (MTO)** is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway includes Markham Road Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station; and three protected sites near McCowan Road, York-Durham Line and Rossland Road. Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 18 km segment forms part of a planned 150 km long high-speed interregional facility on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.



THE PROCESS

The environmental impact of this transit project will be assessed according to the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, *Transit Projects and Metrolinx Undertakings*. This Notice of Commencement marks the beginning of the formal 120-day consultation period, starting **September 1, 2016**, and ending when the Notice of Completion is issued. As part of the transit project assessment process, an Environmental Project Report is being prepared. All information produced as part of this project is available at www.407transitway.com.

CONSULTATION

To date, the project team has been actively engaging with various agencies and members of the public. Since August 2014, meetings were held and comments have been received by the project team. Two public information centres were held on April 15 and 16 of 2015 and on June 22 and 23 of 2016. Members of the public, agencies and other interested persons are encouraged to participate actively in the transit project assessment process contacting the project team directly with information, comments or questions.

If you would like to be added to our project mailing list or have project-related questions, please contact:

Graham DeRose

MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Avenue, 4th Floor
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e-mail: gkauffman@lgl.com

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment's Freedom of Information and Privacy Coordinator at 416-327-1434.

First Published on **September 1, 2016**.

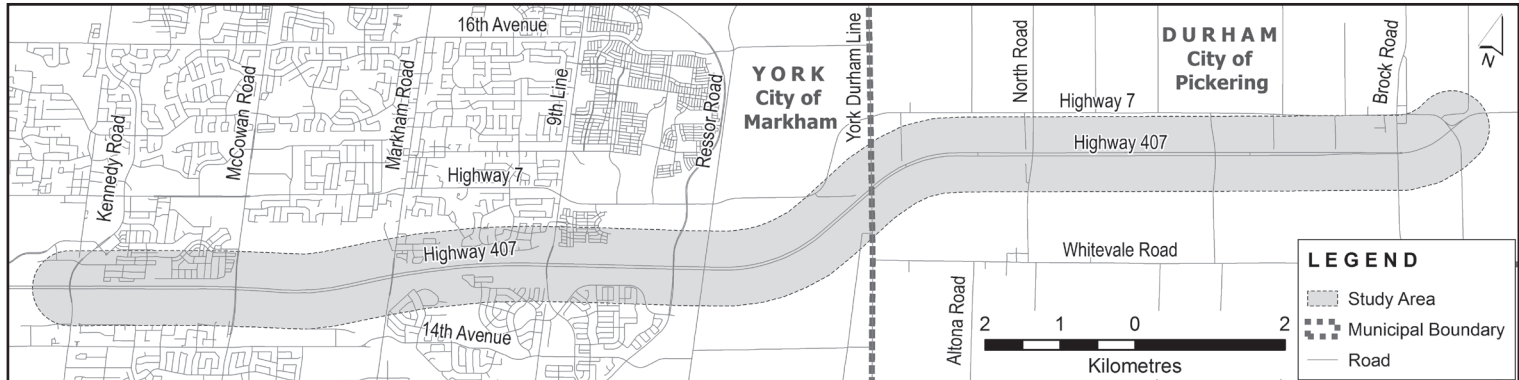
NOTICE OF COMPLETION OF ENVIRONMENTAL PROJECT REPORT

407 Transitway - Kennedy Road to Brock Road / Regional Municipalities of York and Durham

THE PROJECT

The **Ministry of Transportation (MTO)** is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). The 407 Transitway includes Markham Road Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station; and three protected sites near McCowan Road, York-Durham Line and Rossland Road. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

This 18 km segment forms part of a planned 150 km long high-speed interregional facility on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.



THE PROCESS

The environmental impact of this transit project was assessed and an Environmental Project Report has been prepared according to the transit project assessment process as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

The Environmental Project Report for the 407 Transitway is now available for a 30-day review period starting **December 29, 2016** at the following locations:

Ministry of the Environment and Climate Change

Environmental Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5
tel: 416-314-8001 or 1-800-461-6290
Monday to Friday:
8:30 a.m. - 5:00 p.m.

Ministry of the Environment and Climate Change

Central Region Office
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1
tel: 416-326-6700 or 1-800-810-8048
Monday to Friday:
8:30 a.m. - 5:00 p.m.

Ministry of Transportation Central Region

159 Sir William Hearst Avenue
Toronto, ON M3M 0B7
Monday to Friday:
8:30 a.m. - 4:30 p.m.

City of Markham Markham Civic Centre

101 Town Centre Boulevard
Markham, ON L3R 9W3
Monday to Friday:
8:30 a.m. - 4:30 p.m.

City of Pickering

One The Esplanade
Pickering, ON L1V 6K7
Monday to Friday:
8:30 a.m. - 4:30 p.m.

The Environmental Project Report is also available for download at www.407Transitway.com

Interested persons are encouraged to review this document and provide comments by **January 30, 2017** to project contacts listed below:

Graham DeRose

MTO Project Manager
Ministry of Transportation, Central Region - Planning & Design Section
159 Sir William Hearst Avenue, 4th Floor, Toronto, ON M3M 0B7
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e-mail: graham.derose@ontario.ca

Khaled El-Dalati

Consultant Project Manager
Parsons
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
tel: 905-943-0505 / fax: 905-943-0400
e-mail: k.eldalati@parsons.com

There are circumstances where the Ministry of the Environment has the authority to require further consideration of the transit project, or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referred to above, the Minister is required to consider any written objections to the transit project that he or she may receive within 30 days after the Notice of Completion of the Environmental Project Report is first published.

If you have discussed your issues with the proponent and you object to the identified change to the project, you can provide a written submission to the Minister of the Environment no later than January 30, 2017 to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance (natural/cultural environment) or Aboriginal rights.

Environmental Approvals Access and Service Integration Branch

Ministry of the Environment and Climate Change
2 St. Clair Avenue West, Floor 12A, Toronto, ON M4V 1L5
Attention: Gavin Battarino, Special Project Officer
tel: 416-314-8001 or 1-800-461-6290 / fax: 416-314-8452 / e-mail: EAASIBGen@ontario.ca

If not already provided, a copy of the objection will be forwarded to the proponent by the ministry.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment and Climate Change for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment and Climate Change's Freedom of Information and Privacy Coordinator at 416-327-1434.

First Published on December 29, 2016.

**CORRESPONDENCE
WITH
AGENCIES**

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Ms.	Jennifer	O'Connell	MP for Pickering-Uxbridge	Constituency Office	1154 Kingston Road, Unit 4		Pickering	Ontario	L1V 1B4	905-839-2878	905-839-2423
Mr.	Bob	Saroya	MP for Markham-Unionville	Constituency Office	8300 Woodbine Avenue, Suite 201		Markham	Ontario	L3R 9Y7	905-470-2024	905-470-1366
Ms.	Leona	Alleslev	MP for Aurora-Oak Ridges-Markham	Constituency Office	12820 Yonge Street, Suite 202		Richmond Hill	Ontario	L4E 4H1	905-773-8358	905-773-8374
Mr.	Joe	Dickson	M.P.P. Ajax-Pickering	Constituency Office	Suite 201A, 50 Commercial Avenue		Ajax	Ontario	L1S 2H5	905-427-2060	905-427-6976
Hon.	Helena	Jaczek	M.P.P. Oak Ridges-Markham	Constituency Office	Suite 204, 137 Main Street North		Markham	Ontario	L3P 1Y2	905-294-4931	905-294-0014
Hon.	Michael	Chan	M.P.P. Markham-Unionville	Constituency Office	Unit 5, 450 Alden Road		Markham	Ontario	L3R 5H4	905-305-1935	905-305-1938
Mr.	Luc	Fortin	Senior Environmental Officer – Rail Infrastructure Directorate	Canadian Transportation Agency	15 Eddy Street		Gatineau	Quebec	K1A 0N9	819-953-2238	819-953-8353
Mr.	David	Zeit	Environmental Officer	Transport Canada – Ontario Region	4900 Yonge Street		Toronto	Ontario	M2N 6A5	416-952-0491	416-952-0514
Mr.	Stefan	Linder	Public Works Design & Construction	CN Rail	4 Welding Way off Administration Road		Vaughan	Ontario	L4K 1B9	905-669-3264	905-760-3406
Ms.	Maria	Yu	Environmental Assessment Coordinator – Environmental Health Program – Regions and Programs Bureau	Health Canada	180 Queen St. W		Toronto	Ontario	M5V 3L7	416-954-7381	416-952-4444

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Fisheries Protection Program	Fisheries and Oceans Canada	867 Lakeshore Road		Burlington	Ontario	L7S 1A1	1-855-852-8320	
Ms.	Dianne	Pralow	Senior Realty Advisor	Parks Canada	30 Victoria Street	5 th Floor PC-04-B	Gatineau	Quebec	J8X 0B3	819 - 420-5064	
Mr.	Richard	Scott	Senior Planner	Parks Canada	105 Guildwood Parkway	P.O. Box 11024 Guildwood Plaza	Toronto	Ontario	M1E 1N0	705-742-1984 or 647-308-0336	705-742-9644
Mr.	Rob	Dobos	Manager, Environmental Assessment Section	Environment Canada, Environmental Protection Operations Division – Ontario Region	867 Lakeshore Road	PO Box 5050	Burlington	Ontario	L7R 4A6	905-336-4953	905-336-8901
Mr.	Christopher	Rosati	Manager, Central Region	Ministries of Citizenship and Immigration, Tourism, Culture, and Sport	400 University Ave,	9 th Floor	Toronto	Ontario	M7A 2R9	416-314-6682	416-314-2024
Ms.	Rosi	Zirger	Heritage Planner	Ministry of Tourism, Culture and Sport	Culture Services Unit	401 Bay Street, Suite 1700	Toronto	Ontario	M7A 0A7	416-314-7159	416-314-7175
Mr.	Jim	Sherrat	Team Lead, Archaeology Program	Ministry of Tourism, Culture and Sport	Archaeology Programs Unit	401 Bay Street, Suite 1700	Toronto	Ontario	M7A 0A7	416-314-7132	
Mr.	Mark	Christie	Manager – Community Planning and Development	Ministry of Municipal Affairs and Housing	Central Municipal Services Office	777 Bay Street, 13 th Floor	Toronto	Ontario	M5G 2E5	416-585-6063	416-585-6882
Ms.	Caroline	Samuel	Senior Planner, MSO-Central	Ministry of Municipal Affairs and Housing		777 Bay Street, 13 Floor	Toronto	Ontario	M5G 2E5	416-585-6741	
Mr.	Nick	Wellington		Ministry of		777 Bay	Toronto	Ontario	M5G		

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
				Municipal Affairs and Housing		Street, 13 Floor			2E5		
Mr.	Adam	Chalice	Management Biologist, Aurora District	Ministry of Natural Resources and Forestry	50 Bloomington Road		Aurora	Ontario	L4G 0L8	905-713-7341	905-713-7360
Ms.	Suzanne	Bevan	Senior Planner, Environmental Assessment Planning	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	Ontario	M3N 1S4	416-661-6600 ext.5759	416-661-6898
Ms.	Sharon	Lingertat	Senior Planner, Environmental Assessment Planning	Toronto Region Conservation Authority	5 Shoreham Drive		Downsview	Ontario	M3N 1S4		
Mr.	Charles	O'Hara	Manager, Growth Policy	Ministry of Municipal Affairs and Housing	Ontario Growth Secretariat	4 th Floor, Suite 425, 777 Bay Street	Toronto	Ontario	M5G 2E5	416-325-5794	416-325-7403
Mr.	Peter	Reed	Manager, Land Use Planning	Ministry of Economic Development, Employment and Infrastructure	1 Dundas Street West	Suite 2000	Toronto	Ontario	M5G 2L5	416-326-0904	416-327-4194
Mr.	Graham	Martin	Vice President, Seaton Lands	Ministry of Economic Development, Employment and Infrastructure	1 Dundas Street West	Suite 2000	Toronto	Ontario	M5G 2L5	416-326-9792	
Ms.	Jordan	Erasmus	Senior Planner – Strategic Asset Planning	Ministry of Economic Development, Employment and Infrastructure	1 Dundas St. West	Suite 2000	Toronto	Ontario	M5G 2L5	416-327-8018	416-212-1131
Mr.	Michael	Helfinger	Senior Policy Advisor Cabinet Office Liaison and	Ministry of Economic Development, Employment and	900 Bay Street, 6 th Floor, Hearst Block		Toronto	Ontario	M7A 2E1	416-325-6519	416-325-6825

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Policy Support Unit	Infrastructure							
Mr.	Frank	Dieterman	Manager, Heritage Projects	Infrastructure Ontario	1 Dundas Street West		Toronto	Ontario	M5G 2L5	416-325-3591	
Ms	Jen	Turnbull	Policy Advisor	OMAFRA	1 Stone Rd W.	3 rd Floor	Guelph	Ontario	N1G 4Y2	519-826-3120	519-826-3109
Mr.	Dave	Fumerton	Manager, York Durham District Office	Ministry of the Environment and Climate Change	230 Westney Road South, 5 th Floor		Ajax	Ontario	L1S 7J5	905-427-5626	
Ms.	Nisha	Shirali	Environment Resource Planner & EA Coordinator	Ministry of the Environment and Climate Change	Place Nouveau 5775 Yonge Street, 9 th Floor		Toronto	Ontario	M2M 4J1	416-326-3469	
Mr.	Gavin	Battarino	Special Officer, Project Coordination Team #1	Ministry of the Environment and Climate Change	135 St. Clair Avenue West, 1 st Floor		Toronto	Ontario	M4V 1P5	416-212-4279	
Ms.	Becca	Nagorsky	Senior Advisor, Strategic Policy & Systems Plan	Metrolinx		97 Front Street West	Toronto	Ontario	M5J 1E6	416-202-5779	
Mr.	Jason	Ryan	Manager, Environmental Programs and Assessment	GO Transit- a Division of Metrolinx		20 Bay Street	Toronto	Ontario	M5J 2W3	416-202-4895	
Mr.	Bruce	Macgregor	CAO	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Mr.	Daniel	Kostopoulos	Commissioner of Transportation and Community Planning	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Mr.	Steve	Mota	Program Manager, Infrastructure Planning	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1	1-877-464-9675 ext 5029	

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	Joshua	Wang	Transportation Technologist, Transportation and Community Planning	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Ms.	Valerie	Shuttleworth	Director, Long Range Planning	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Mr.	Karen	Whitney	Director, Community Planning and Development Services	York Region		17250 Yonge Street	Newmarket	Ontario	L3Y 6Z1		
Mr.	Paul	May	Chief Engineer	York Region Rapid Transit Corporation		3601 Highway 7 East, 12 Floor	Markham	Ontario	L3R 0M3		
Mr.	Stephen	Hollinger	Senior Project Manager	York Region Rapid Transit Corporation		3601 Highway 7 East, 12 Floor	Markham	Ontario	L3R 0M3		
Superintendent	Gaeme	Turl		York Regional Police		47 Don Hillock Drive	Aurora	Ontario	L4G 0S7	1-866-876-5423	
Mr.	Adrian	Kawun	Manager, Service Planning, YRT/VIVA	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282 ext 75693	
Mr.	William	Choi	Program Manager, Transit Planning	York Region Transit	50 High Tech Road, 5 th floor		Richmond Hill	Ontario	L4B 4N7	905-762-1282	905-762-2113
Mr.	Karim	Kurji	Medical Officer of Health	York Region Public Health Services	17250 Yonge Street, Box 147		Newmarket	Ontario	L3Y 6Z1	905-895-4511	905-895-3166
Mr.	Andy	Taylor	C.A.O.	City of	101 Town		Markham	Ontario	L3R	905-477-	

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
				Markham	Centre Boulevard				9W3	7000- ext 6090	
Mr.	Don	Hamilton	Ward 3 Councillor	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-415-7549	
Ms.	Carolina	Moretti	Ward 4 Councillor	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7751	
Mr.	Colin	Campbell	Ward 5 Councillor	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7750	
Mr.	Logan	Kanapathi	Ward 7 Councillor	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7748	
Mr.	Alex	Chiu	Ward 8 Councillor	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-479-7752	
Mr.	Alan	Brown	Director of Engineering	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-415-7507	905-479-7773
Ms.	Sepideh	Majdi	Senior Engineer-Special Projects	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-477-7000 ext. 2414	
Mr.	Biju	Karumanche ry	Senior Development Planner	City of Markham	101 Town Centre Boulevard		Markham	Ontario	L3R 9W3	905-477-7700	905-479-7773
Mr.	Richard	Kendall	Manager – Development Central District	City of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 6588	905-479-7773
Mr.	David	Miller	Manager – Development East District	City of Markham	Planning and Urban Design	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-479-7768 ext. 4960	905-479-7773
Mr.	Bill	Snowball	Fire Chief	City of Markham	Fire & Emergency Services	101 Town Centre Boulevard	Markham	Ontario	L3R 9W3	905-305-5975	
	G.H.	Cubitt	CAO	Durham Region	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-668-7711 ext. 3000	

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
Mr.	C.	Curtis	Commissioner, Works Department	Durham Region	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-668- 7711 ext. 3417	
Mr.	W.	Leonard	Director, Emergency Management Office	Durham Region	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-430- 2792 ext. 6260	
Mr.	Donald	Yu	Project Engineer/Manag er Environmental Services Design Works Department	Durham Region	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-668- 4113 ext. 3567	
Mr.	Chris	Leitch	Principal Planner Planning and Economic Development Department	Durham Region	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-668- 4113 Ext. 2567	
Super inten dent	Kim	Bulloch	West Operations	Durham Region Police Service	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-579- 1520	
Mr.	V.	Patterson	General Manager	Durham Region Transit	605 Rossland Road E.	P.O. Box 623	Whitby	Ontario	L1N 6A3	905-668- 7711 ext.2112	
Mr.	Jeff	Brooks	Policy Manager	City of Pickering	One The Esplanade		Pickering	Ontario	L1V 6K7	905-420- 4660x2130	
Mr.	John	Hagg	Fire Chief	City of Pickering	1616 Bayly Street		Pickering	Ontario	L1W 3N2		
Mr.	Ed	Hickey	Detachment Commander	Ontario Provincial Police	Highway 407 Detachment	100 Bloomingt on Road West	Aurora	Ontario	L4G 7N5		
Mr.	Craig	White		Highway 407 ETR Consortium	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905-264- 5225	
Mr.	Ray	Bacquie	Vice President – Traffic, Pricing & Planning	407 ETR Concession Company	6300 Steeles Avenue West		Woodbridge	Ontario	L4H 1J1	905-264- 5393	

407 Transitway – east of Kennedy Road to east of Brock Road
External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
				Limited							
Ms.	Gyslaine	Hunter-Perreault	Director of Education	Conseil scolaire Viamonde	116 Conelius Parkway		North York	Ontario	M6L 2K5	416-614-0844	416-397-2012
Mr.	Réjean	Sirois	Director of Education	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	416-397-6564	416-397-6576
Ms.	Patricia	Preston	Director of Education	York Catholic District School Board		320 Bloomington Road West	Aurora	Ontario	L4G 0M1	905-713-1211	905-713-1269
Mr.	Gilbert	Luk	Planner	York Region District School Board	The Education Centre - Aurora	60 Wellington Street West, Box 40	Aurora	Ontario	L4G 3H2	416-969-8131	905-727-1931
Mr.	Martyn	Beckett	Director of Education	Durham District School Board	400 Taunton Road East		Whitby	Ontario	L1R 2K6	905-666-5500	
Ms.	Anne	O'Brien	Director of Education	Durham Catholic District School Board	650 Rossland Road West		Oshawa	Ontario	L1J 7C4	905-576-6150	
Mr.	Walter	Klootra	Manager, Transmission Line Sustainment Investment Planning	Hydro One Networks Inc.	483 Bay Street	North Tower, 15 th Floor	Toronto	Ontario	M5G 2P5	416-345-5114	416-345-5443
Mr.	Christian	Ray	Grid Operations Technician	Hydro One Inc.	230 Bayview Drive		Barrie	Ontario	L4N 4Y8		
Ms.	Maria	Agnew	Senior Real Estate Coordinator	Hydro One Networks Inc.	185 Clegg Road		Markham	Ontario	L6G 1B7	905-946-6275	905-646-6242
Mr.	John	Blakely	Assistant ROW Analyst	Enbridge Pipe Line	801 Upper Canada Drive	P.O. Box 128	Sarnia	Ontario	N7T 7H8		
Mr.	Brian	Duggan	Team Manager, Planning	Rogers Cable	244 Newkirk Road		Richmond Hill	Ontario	L4C 3S5		

407 Transitway – east of Kennedy Road to east of Brock Road
 External Agencies Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	Postal Code	Phone	Fax
			Department								
Ms.	Wendy	Lefebvre	Implementation Manager	Bell Canada	5115 Creek Bank Road	3 rd Floor	Mississauga	Ontario	L4W 5R1	905-219-4558	
Mr.	Riaz	Shaikh	Manager, System Planning	Power Stream Inc.	161 Cityview Boulevard		Vaughan	Ontario	L4H 0A9	905-532-4430	
Mr.	Neil	Currie	General Manager	Ontario Federation of Agriculture	100 Stone Road West	Suite 206	Guelph	Ontario	N1G 5L3	519-821-8883	

August 6, 2014

External Agency Initial Contact Letter

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1», «Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

The Ministry of Transportation (MTO) is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future with stations throughout the corridor. A key plan of the study area is attached to this letter.

This 18 km segment form part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The purpose of this letter is to introduce the study, to request your participation, and to obtain available background information related to the study area. Information that would be of interest to the study team includes any description of existing conditions or sensitivities within the study area, and any issues or concerns that your organization may have regarding the study.

Parsons is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of Parsons. The study will follow the transit project assessment process (TPAP) prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings under the *Environmental Assessment Act*. We are currently undertaking pre-planning activities which include planning and preliminary design for the 407 Transitway. The Notice of Commencement for the formal Transit Project Assessment process and release of study documentation will be published in this local newspaper in the future. All information produced as part of this project will be available at www.407Transitway.com.

One Public Information Centre (PIC) will be held prior to the commencement of the TPAP and a second PIC will be held during the formal initiation of the TPAP process. Upon completion of the study, an Environmental Project Report (EPR) will be prepared to document the results of the planning and preliminary design and will be released for public review and comment. You will receive notification of the PICs, the initiation of the TPAP process and of the release of the EPR.

Please complete the attached form and return it to my attention by September 5, 2014.

Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates



Grant Kauffman
Senior Environmental Planner

c.c. Rina Kulathinal, MTO Area Manager
Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Attach

**407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003**

«Title» «FirstName» «LastName»

Update contact information if necessary

«JobTitle»

«Company»

«Address1»

«Address2»

«City», «Province»

«PostalCode»

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

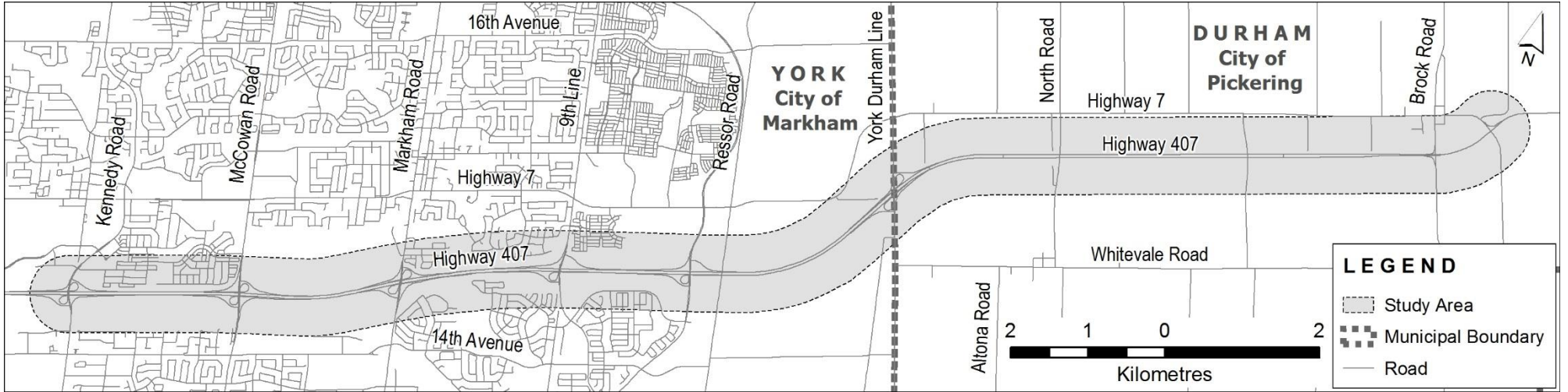
I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

**Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com**





environmental research associates

LGL Limited

22 Fisher Street, P.O. Box 280
King City, Ontario CANADA L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

April 1, 2015

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Template PIC #1 Invitation Letter sent to
Agencies in Contact List

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Public Information Centre Invitation Letter**

MTO is carrying out planning activities for the 407 Transitway prior to initiating the Transit Project Assessment Process as prescribed in *Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings*. The planning activities include planning assessment of the alignment and station location options. The Notice of Commencement for the formal Transit Project Assessment process and release of study documentation will be published in this local newspaper in the future. All information produced as part of this project is available at www.407Transitway.com.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) that will be held for this study. Representatives from external agencies (including municipal staff and elected officials) are cordially invited to attend an informal drop-in session prior to the PIC from 3:00 p.m. to 4:00 p.m. The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** Details of the PIC are presented in the enclosed notice.

At the completion of the study, an Environmental Project Report (EPR) documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures will be filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed brochure.

Yours sincerely,

LGL Limited
environmental research associates

Original copy - with signature

Grant Kauffman
Senior Environmental Planner

c.c. Tarita Diczki, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Attach

June 7, 2016

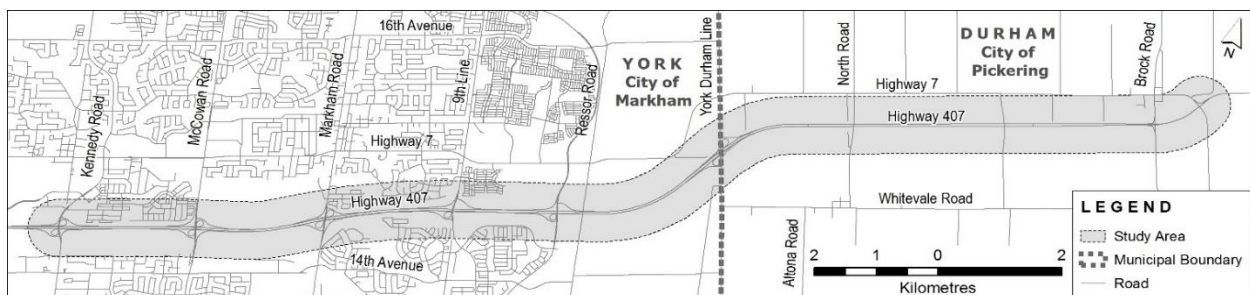
«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Template PIC #2 Invitation Letter sent to
Agencies in Contact List

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Commencement of the Transit Project Assessment Process (TPAP) and Public
Information Centre #2 Invitation**

The Ministry of Transportation (MTO) is conducting the Preliminary Design Study for the 407 Transitway from Kennedy Road to Brock Road prior to initiating the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. The preliminary design study includes assessment of the preferred alignment and station locations. The Notice of Commencement for the formal Transit Project Assessment process will be published in local newspapers in the future. A copy of the notices will be mailed to you to notify you of the commencement of the TPAP. The study area is presented below. All information produced as part of this project is available at www.407Transitway.com.



The purpose of this letter is to invite you to the second Public Information Centre (PIC). Please note that the first PIC was held in April 2015 and a letter of invitation was mailed to you and/or your agency prior to the PIC. Representatives from external agencies (including municipal staff and elected officials) are cordially invited to attend an informal drop-in session prior to the PIC from 3:00 p.m. to 4:00 p.m. The PIC will be open to the public from 4:00 p.m. to 8:00 p.m. Details of the PIC are presented in the enclosed notice.

At the completion of the study, an Environmental Project Report (EPR) documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures will be filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you are unable to attend PIC #2 and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed notice.

Yours sincerely,

LGL Limited
environmental research associates

Original copy – with signature

Grant Kauffman
Senior Environmental Planner

- c. Graham DeRose, MTO Project Manager
- Larry Sarris, MTO A/Senior Environmental Planner
- Khaled El-Dalati, Consultant Project Manager, Parsons

Attach

Sowel Kang

Subject:

UH#73 : #Judqv1z d | #Nhgqhg | #Jrdg#r#Eurf#Jrdg#Hqylrqp hqwd\$Sumfw#Jhsrw

From: Amy Munn [mailto:Amy.Munn@parsons.com]

Sent: Friday, April 22, 2016 6:07 PM

To: 'DeRose, Graham (MTO)' <Graham.DeRose@ontario.ca>; 'Sarris, Larry (MTO)' <Larry.Sarris@ontario.ca>; 'Firmani, Adrian (MTO)' <Adrian.Firmani@ontario.ca>; 'Chris Bishop' <Chris.Bishop@parsons.com>; 'Gus Garron' <Gus.Garron@parsons.com>; 'Khaled El Dalati' <Khaled.ElDalati@parsons.com>; Sowel Kang <skang@lgl.ca>; Grant Kauffman <gkauffman@lgl.ca>; r.minnesconsulting@gmail.com; 'Allan Ortlieb' <Allan.Ortlieb@ibigroup.com>; 'Scott Johnston' <sjohnston@IBIGroup.com>; 'Sherwin Gumbs' <Sherwin.Gumbs@metrolinx.com>; 'Malcolm Mackay' <malcolm.mackay@gotransit.com>; william.choi@york.ca; 'Kawun, Adrian' <Adrian.Kawun@york.ca>; 'Lee, Brian' <BLee@markham.ca>; bill.dawson@ttc.ca; 'Brooks, Jeff' <jbrooks@pickering.ca>; fjadoon@pickering.ca; Christopher.Norris@durham.ca; 'David Gooding' <David.Gooding@durham.ca>; 'Chris Leitch' <Chris.Leitch@durham.ca>; maria.gatti@tc.gc.ca; Richard.Scott@pc.gc.ca; ierullo@hydroone.com; amy.li@hydroone.com; caroline.samuel@ontario.ca; 'Craig White' <cwhite@407ETR.com>; 'Jeff Booker' <jbooker@407etr.com>; 'Dragan Mrkela' <dmrkela@407etr.com>; 'Suzanne Bevan' <SBevan@trca.on.ca>; 'Sharon Lingertat' <SLingertat@trca.on.ca>; 'Mota, Steve' <Steve.Mota@york.ca>; 'May, Paul' <Paul.May@york.ca>; 'Martin, Graham (IO)' <Graham.Martin@infrastructureontario.ca>; Ash.Kothiyal@infrastructureontario.ca; 'Erasmus, Jordan (IO)' <Jordan.Erasmus@infrastructureontario.ca>; 'Ilic, Marija' <MIlic@markham.ca>; 'Zahoor, Nadeem' <nzahoor@pickering.ca>; 'Rendon, Ruth' <RRendon@markham.ca>; 'Barber, Steven (MAH)' <Steven.Barber@ontario.ca>; 'Ho, Karen (MAH)' <Karen.Ho@ontario.ca>; 'Bernard Au' <Bernard.Au@metrolinx.com>; 'Maginley, Akeem' <akeem.maginley@tc.gc.ca>; 'Holborn, Richard' <rholborn@pickering.ca>; 'Schleihauf, David' <David.Schleihauf@york.ca>; 'Domico Liu' <Domico.Liu@metrolinx.com>; 'Barry McLaughlin' <Barry.McLaughlin@metrolinx.com>

Subject: 407 Transitway Kennedy Road to Brock Road - Environmental Project Report

Hi All,

Please note that the 407 Transitway – Kennedy Road to Brock Road Environmental Project Report has now been posted to the project website. The login details can be found below. We would kindly request that all comments on the EPR be returned by Friday May 27th.

Website: <http://www.407transitway.com/stakeholders/kennedyToBrock/EPR.html>[407transitway.com]

User Name: stakeholder

Password: fw8J_3*m

We look forward to hearing from you.

Best,

Amy Munn, PEng, BaSC

Project Engineer - Rail & Transit Systems, Parsons Transportation Group
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
amy.munn@parsons.com Office: 905.917.3221 – Mobile: 416.939.3054

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LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario CANADA L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

August 26, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

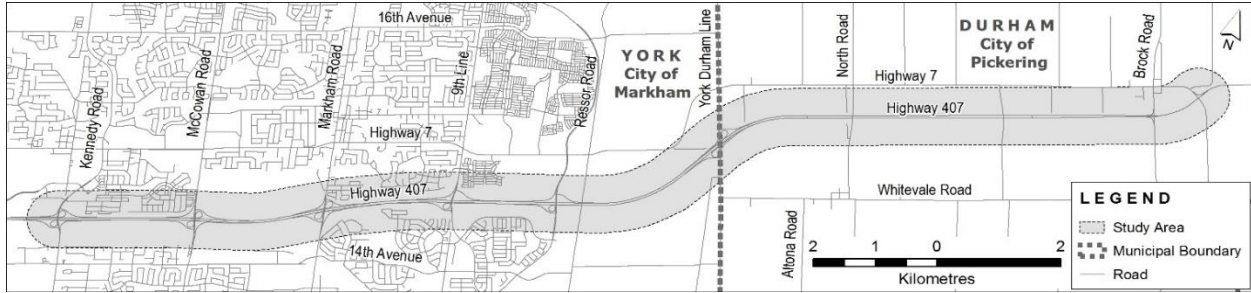
Template Letter Notification of TPAP Commencement sent to Agencies in the Contact List
--

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Commencement of the Transit Project Assessment Process (TPAP)**

The Ministry of Transportation has commenced the Planning and Preliminary Design Study for the 407 Transitway from east of Kennedy Road to east of Brock in August 2014. Since then, the project team has been in contact with agencies Aboriginal communities informing on the project's progress, including holding various meetings, invitation to two Public Information Centres held in April 2015 and June 2016 and invitation to review the draft Environmental Project Report (EPR).

MTO is now initiating the Transit Project Assessment Process (TPAP) as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* for this project. The Notice of Commencement of TPAP 120-day consultation period will be published on September 1, 2016 in local newspapers within the study area. A copy of the notice is enclosed. The study area is presented below. All information produced as part of this project is available at www.407Transitway.com.



The purpose of this letter is to inform you of the commencement of the TPAP for this study. At the completion of the study, the EPR documenting the preliminary design work, anticipated environmental effects of the project and commitments to mitigation measures, as well as consultation undertaken throughout will be finalized and filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

LGL Limited
environmental research associates

Original copy –with signature

Grant Kauffman
Senior Environmental Planner

- c. Graham DeRose, MTO Project Manager
- Larry Sarris, MTO Environmental Planner
- Khaled El-Dalati, Consultant Project Manager, Parsons

Attach

August 26, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

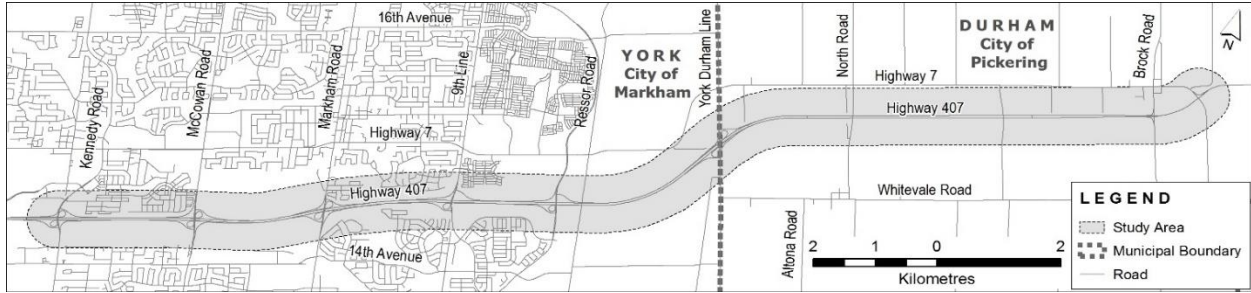
Template Letter Notification of TPAP
Commencement sent to Agencies in the
Contact List

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Commencement of the Transit Project Assessment Process (TPAP)**

The Ministry of Transportation has commenced the Planning and Preliminary Design Study for the 407 Transitway from east of Kennedy Road to east of Brock in August 2014. Since then, the project team has been in contact with agencies Aboriginal communities informing on the project's progress, including holding various meetings, invitation to two Public Information Centres held in April 2015 and June 2016 and invitation to review the draft Environmental Project Report (EPR).

MTO is now initiating the Transit Project Assessment Process (TPAP) as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* for this project. The Notice of Commencement of TPAP 120-day consultation period will be published on September 1, 2016 in local newspapers within the study area. A copy of the notice is enclosed. The study area is presented below. All information produced as part of this project is available at **www.407Transitway.com**.



The purpose of this letter is to inform you of the commencement of the TPAP for this study. At the completion of the study, the EPR documenting the preliminary design work, anticipated environmental effects of the project and commitments to mitigation measures, as well as consultation undertaken throughout will be finalized and filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

LGL Limited
environmental research associates

Original copy –with signature

Grant Kauffman
 Senior Environmental Planner

- c. Graham DeRose, MTO Project Manager
- Larry Sarris, MTO Environmental Planner
- Khaled El-Dalati, Consultant Project Manager, Parsons

Attach

August 26, 2016

Template Letter
Notification of EPR Completion sent to
Agencies in the Contact List

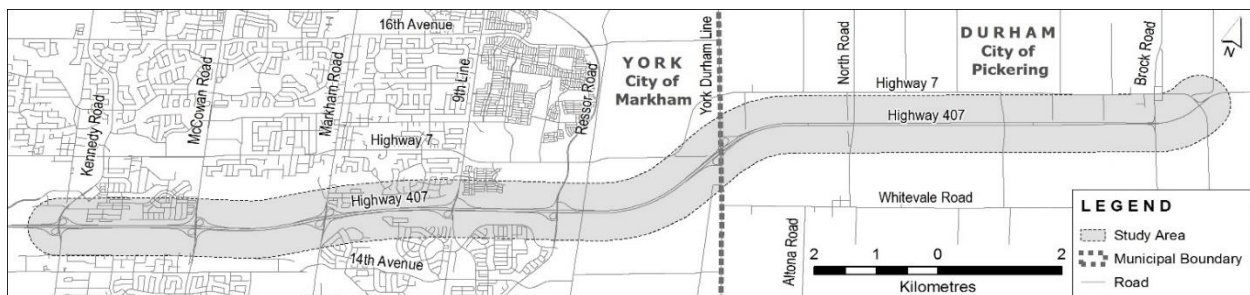
«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Notice of Completion of Environmental Project Report**

The Ministry of Transportation commenced the Planning and Preliminary Design Study for the 407 Transitway from east of Kennedy Road to east of Brock in August 2014. The project team has been in contact with agencies and Aboriginal communities throughout the project including holding various meetings, hosting two Public Information Centres held in April 2015 and June 2016 and invitation to review the draft Environmental Project Report (EPR). On September 1, 2016, MTO initiated the Transit Project Assessment Process (TPAP) as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* for this project.

The study area is presented below. All information produced as part of this project is available at www.407Transitway.com.



The purpose of this letter is to inform you of the completion of the Environmental Project Report (EPR) for this study. The EPR documents the preliminary design work, anticipated environmental effects of the project, commitments to mitigation measures, and consultation undertaken as part of the project. The EPR is now filed and available for a 30-day review period at the locations listed in the enclosed “Notice of Completion of Environmental Project Report”. The review period will end on January 30, 2017.

Notification of submission of the EPR will be advertised in local newspapers on December 29, 2016 and January 5, 2017 in the *Ajax Pickering News Advertiser* and the *Markham Economist and Sun*.

There are circumstances where the Minister of the Environment and Climate Change has the authority to require further consideration of the transit project, or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or,
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referred to the above, the Minister is required to consider any written objections to the transit project that he or she may receive within 30 days after the “Notice of Completion of the Environmental Project Report” is first published.

If you have discussed your issues with the proponent and you object to the identified change to the project, you can provide a written submission to the Minister of the Environment and Climate Change no later than **January 30, 2017** to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance (natural/cultural environment) or Aboriginal rights.

Environment Approvals Access and Service Integration Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12^a
Toronto, ON M4V 1L5
Attention: Gavin Battarino, Project Officer
Tel: 416-314-8001/1-800-461-6290
Fax: 416-314-8452
E-mail: EAASIBGen@ontario.ca

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

LGL Limited
environmental research associates

Original copy – with signature

Grant Kauffman
Senior Environmental Planner

- c. Graham DeRose, MTO Project Manager
Sarah Merriam, MTO Senior Environmental Planner
Khaled El-Dalati, Consultant Project Manager, Parsons

Attach



**407 TRANSITWAY – PHASE 2
PRESENTATION TO TECHNICAL
RESOURCE GROUP (TRG) MEETING #1**

| JANUARY 28 2015 | PARSONS OFFICE

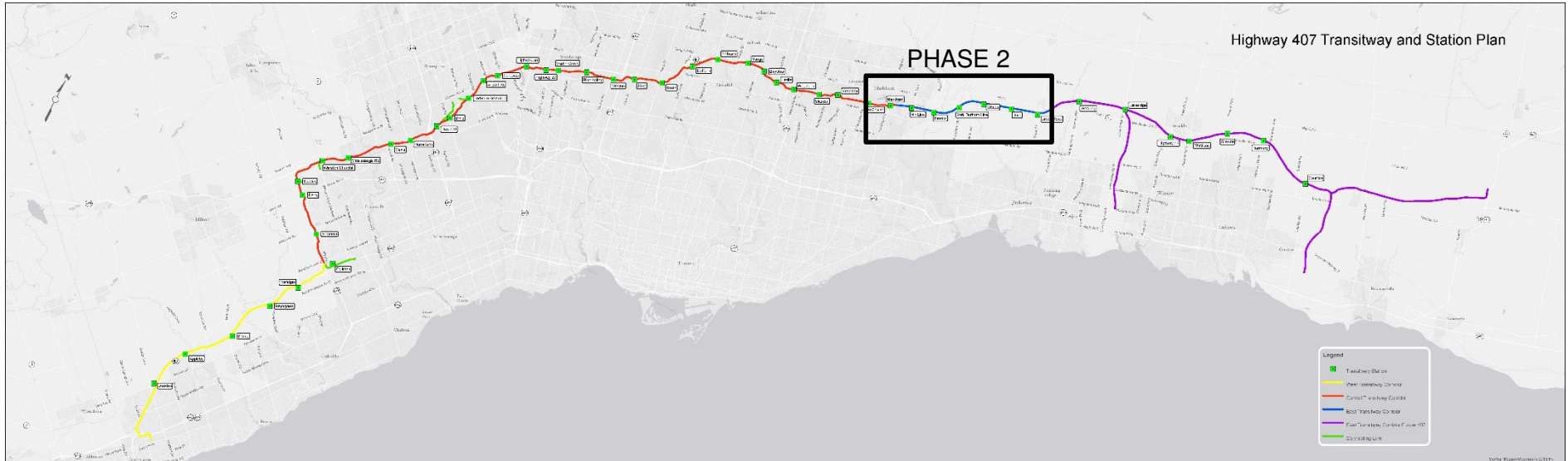


PARSONS

AGENDA

1. Introduction
2. General Description of the 407 Transitway
3. Study Objectives
4. Purpose & Members of the Technical Resource Group
5. Project Schedule
6. Project Status
7. TPAP Process
8. Ridership
9. Environmental
10. Alignment
11. Station Selection, Evaluation & Methodology
12. Preferred Transitway Configuration
13. Next Steps / Important Dates
14. Questions / Discussion

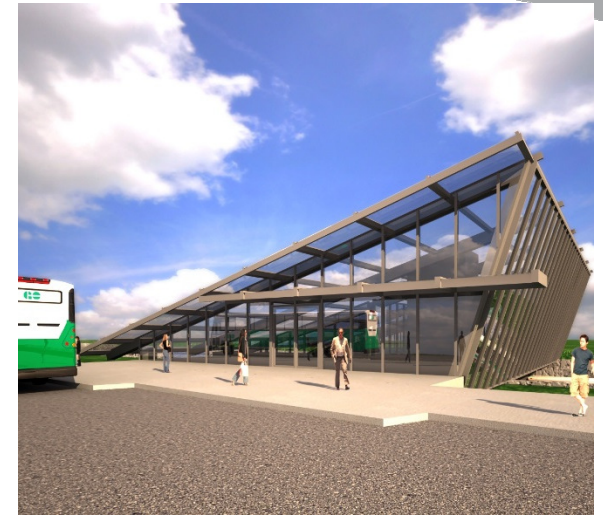
GENERAL DESCRIPTION OF THE 407 TRANSITWAY



- **Exclusive fully grade separated rapid transit (BRT or LRT) parallel to HWY 407**
- **Burlington to Oshawa – 150 km, up to 50 surface stations**
- **Overall Project status – (background; approvals ; implementation approach (high level)**
- **Phase 2 (current project) – Kennedy to Brock – 22 km, 4 to 8 stations**

STUDY OBJECTIVES

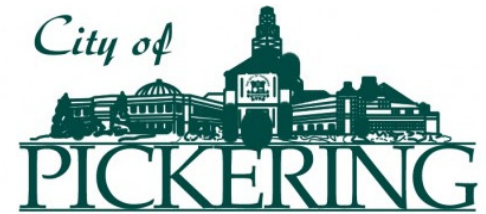
- Enhance east-west cross-regional mobility and increase transit capacity to meet travel demand
- Offer a faster, safer and more cost-effective way of moving people in corridor
- Improve accessibility to existing/planned major urban centres/nodes
- Improve integration with regional transportation network
- Reduce automobile dependence and GHG emissions
- Identify land protection requirements for Transitway infrastructure



TRG MEMBERS



METROLINX



PURPOSE OF THE TECHNICAL RESOURCE GROUP (TRG)

- **Opportunity for stakeholders to provide technical & strategic input**
- **Attend TRG Meetings at key stages of the project.**
- **Provide background information within the study area**
- **Review major deliverables such as the Environmental Project Report (EPR) and the Preliminary Design report (PDR)**

PROJECT SCHEDULE

Milestone	Date
Project Startup	May 2014
Preliminary Ridership Forecast	August 2014
Development & Evaluation of Planning Alternatives	December 2014
PIC 1	April 2015
30% Preliminary Design	August 2015
Draft Environmental Project Report	August 2015
TPAP Notice of Commencement	September 2015
PIC 2	October 2015
60% Preliminary Design	November 2015
Final Environmental Project Report	January 2016
90% Preliminary Design	February 2016
Draft Preliminary Design Report	February 2016
TPAP Statement of Completion	March 2016
Final Preliminary Design Report	June 2016

PROJECT STATUS

Progress to date (Planning Phase):

- QC Plans
- Travel Demand Initial Review Report
- Data collection and constraints mapping
- Initial meetings with key stakeholders
- Identification of planning alignment and station alternatives
- Assessment of alternatives
- Development of preliminary layouts for recommended alternatives.
- Website setup (www.407transitway.com)

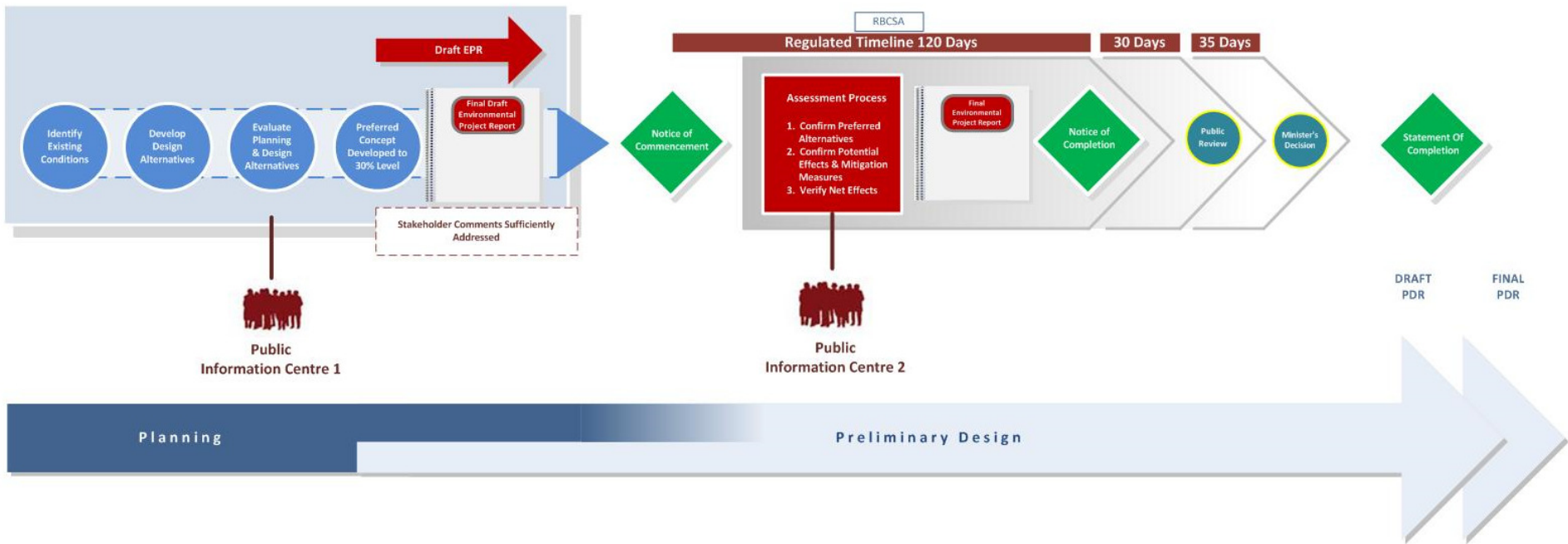
Work plan from now to fall, 2015 (pre TPAP):

- TRG Meeting No 1
- PIC No1
- Revise conceptual design as required.
- Detailed environmental investigations
- 30% Preliminary Design
- Draft EPR
- Consultation process with agencies.
- Submit TPAP Notice of Commencement

TPAP PROCESS

Step 1 Planning Stage

Step 2 Transit Project Assessment Process (Ontario Regulation 231/08)



RIDERSHIP FORECASTING ASSUMPTIONS

Horizon Years

- 2051 horizon year used for forecasts to address projected growth beyond 2031
- 2051 population and employment assumptions based on forecasts developed by MTO SAFO
- Projections are not official, but are a best estimate of growth to 2051 using the same policies and principles from the growth plan
- Forecasts developed by Hemson using the same methodology as the 2041 Growth Plan forecasts

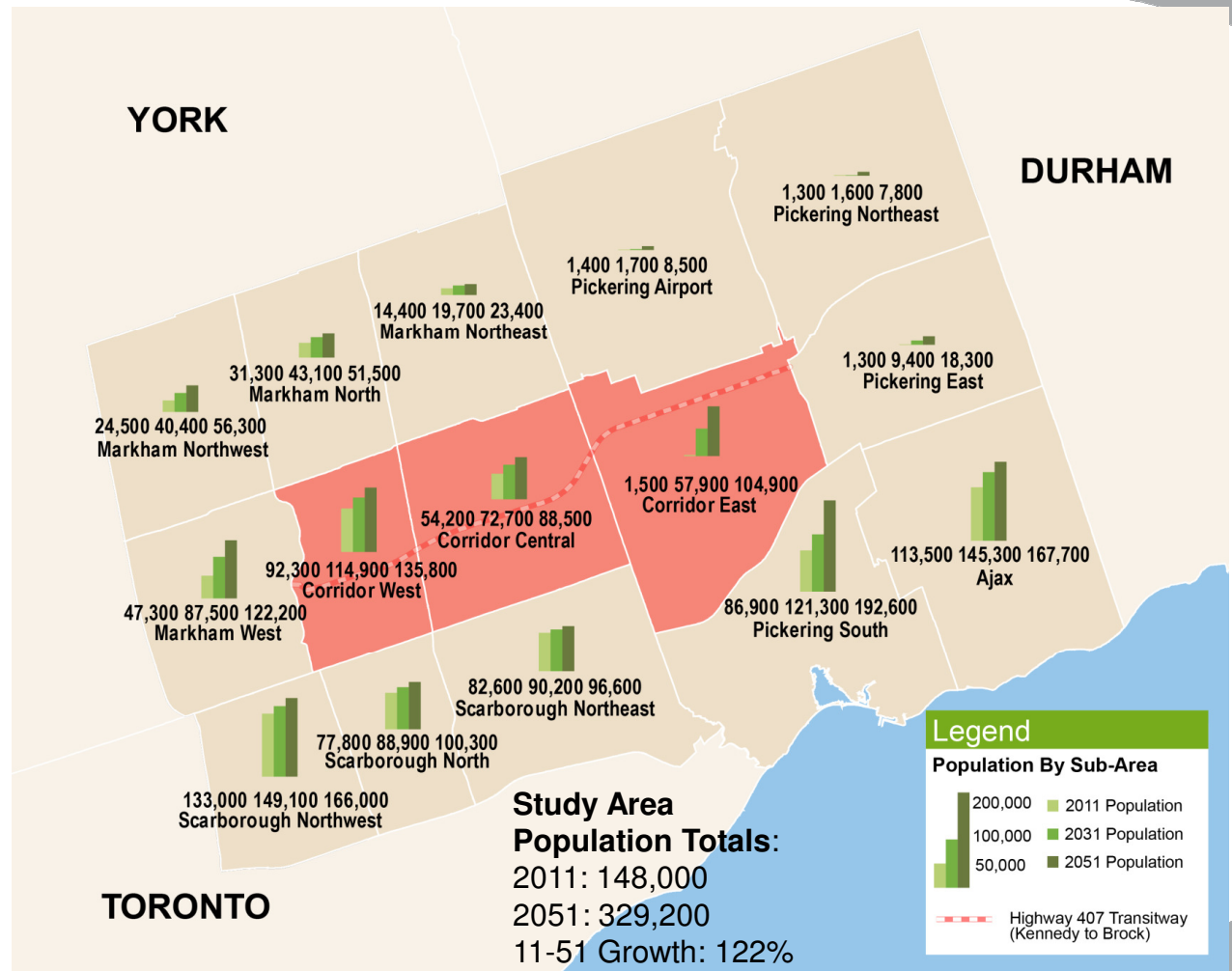
Network Assumptions

- Committed/probable Metrolinx Big Move network in place. Includes:
 - Regional Express Rail (two-way all-day GO Rail service)
 - GO Rail Service to Havelock
 - VIVA Rapidways
 - Finch, Sheppard and Eglinton LRT
 - Subway extensions to VCC and RHC
- Pickering airport demand is not included in the forecasts

CORRIDOR GROWTH

Corridor Growth

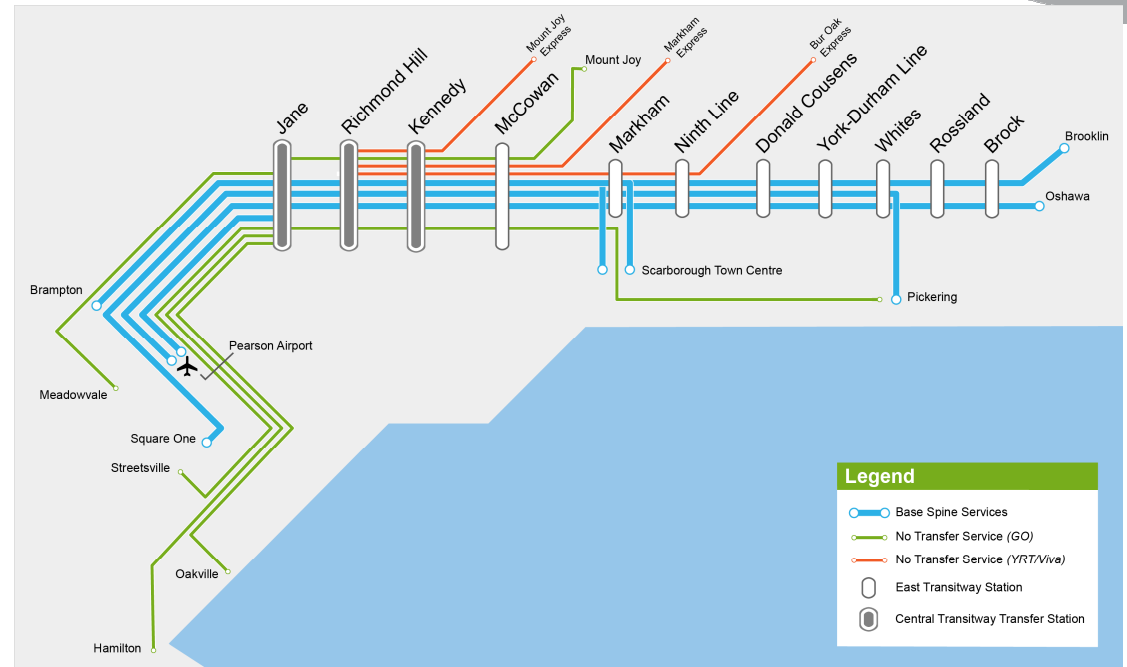
- Changes in jobs-worker balance and net out-commuting in Durham Region will drive demand on the 407 Transitway Eastern Section
- From 2011 to 2051, projected Durham Region will grow by 805,000 people and 280,000 jobs
- By 2051, 120,000 projected new Durham workers will out-commute to jobs outside of Durham Region, largely in York and Toronto.
- Congestion is projected to increase significantly in Durham Region and across the 407 corridor



407 EAST TRANSITWAY EAST SERVICE CONCEPT

Service Concept

- Extend the operating concept from the Central Section, providing two types of service:
- **Spine services** – line haul services that operates exclusively on the Transitway including some express services
- **No-transfer services** – designed to provide on-seat rides between major nodes or residential areas. Routes include portions both on and off the Transitway (interlining)
- Combined headway of 1-2 minutes during peak hours
- Average speed including station dwell time of between 50-65 km/h depending on service and station node configuration



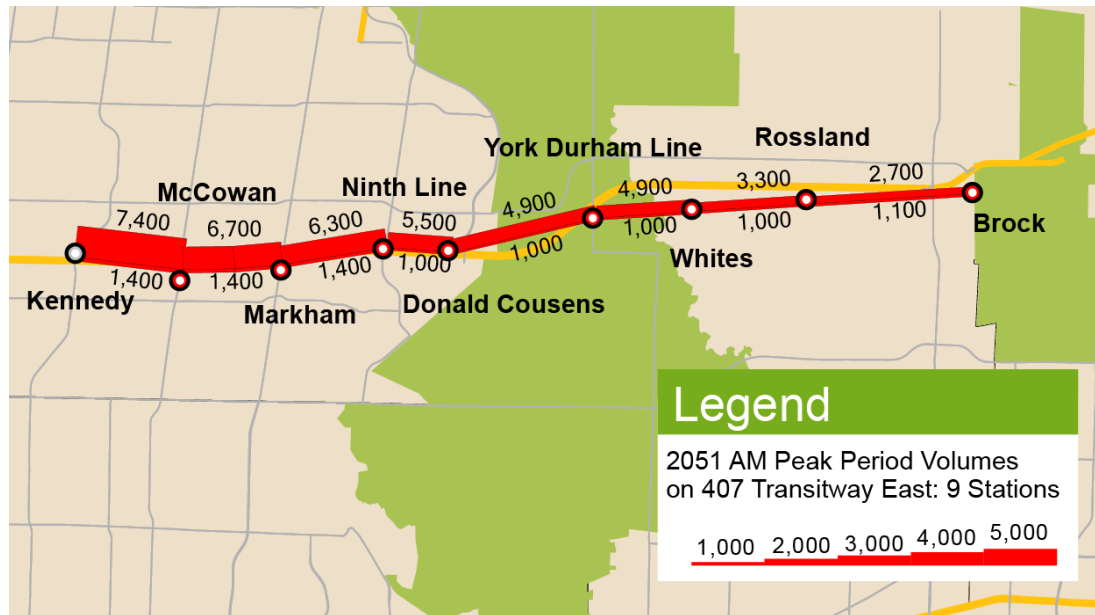
Durham nodes serviced by Transitway

- Urban Growth Centres (Pickering, Downtown Oshawa)
- Post Secondary Institutions (UOIT, Durham College)
- Residential and employment areas in North Durham (Seaton, Brooklin)
- Future Pickering Airport

2051 AM PEAK PERIOD RIDERSHIP

Ridership Forecasts (excluding Kennedy Station)

- **2051 AM Peak Period Riders (3 hours)**
Total Boardings (includes interlined) 10,800
- **2051 AM Peak Period Ridership at Peak Load Point (3 hours)**
Westbound, East of Kennedy Station 7,400
Westbound, at Yonge Station 14,500
- Higher reliance on park and ride and interlining access than the Central Section
- Sensitivity testing showed that removing stations has little impact on overall ridership due to the small reliance on walk-up/local access.
 - Riders are flexible as long as speeds are competitive.



SUMMARY OF FINDINGS

Summary

- **Central Transitway concept extends well to the East**
- **East relies heavily on long-distance trips and park-and-ride access**
- **East is also heavily dependent on connections to nodes outside of the corridor**
- **With LRT, interlining not possible. Implications on LRT station design due to transfer passengers within the stations.**
- **York University and Yonge Subway remain major draws for 407 Transitway trips**
- **The difference in forecast ridership having 8 or 5 stations is insignificant.**

ENVIRONMENTAL CONSIDERATIONS

- **Existing Conditions based on secondary source information**

- 3 watersheds – Rouge River, Petticoat Creek and Duffins Creek
- 27 watercourse crossings
- Endangered or Threatened Species – potential for Redside Dace, Bobolink, Eastern Meadowlark, Chimney Swift, Barn Swallow, Butternut
- No presence of Area of Natural and Scientific Interest (ANSI), Environmental Significant/Sensitive Area (ESA), Provincially Significant Wetland (PSW) within the study area

- **Environmental Field Investigation to occur in 2015**

- Natural Sciences
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology



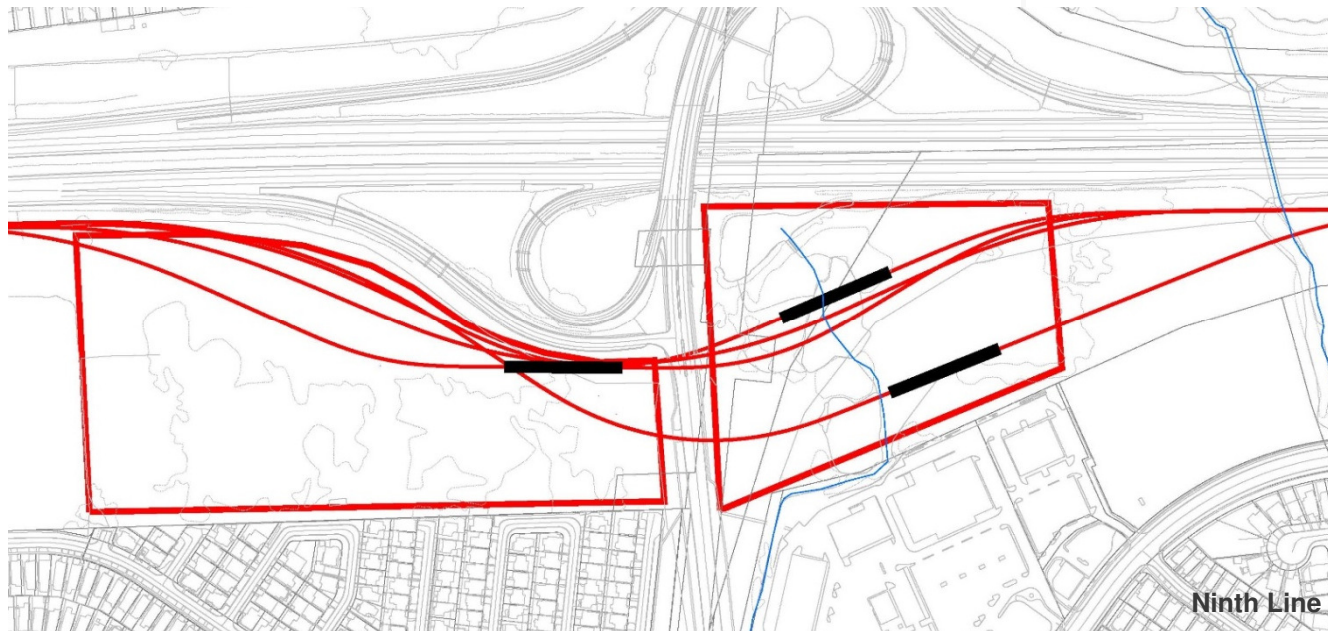
ALIGNMENT – DESIGN CRITERIA & OBJECTIVES

Horizontal Alignment Criteria

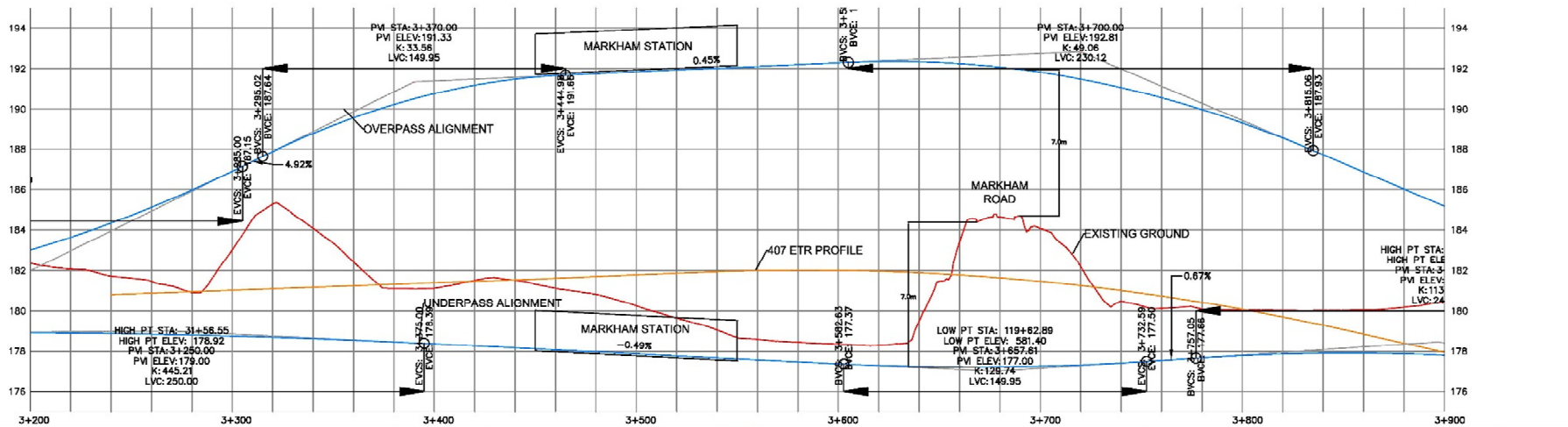
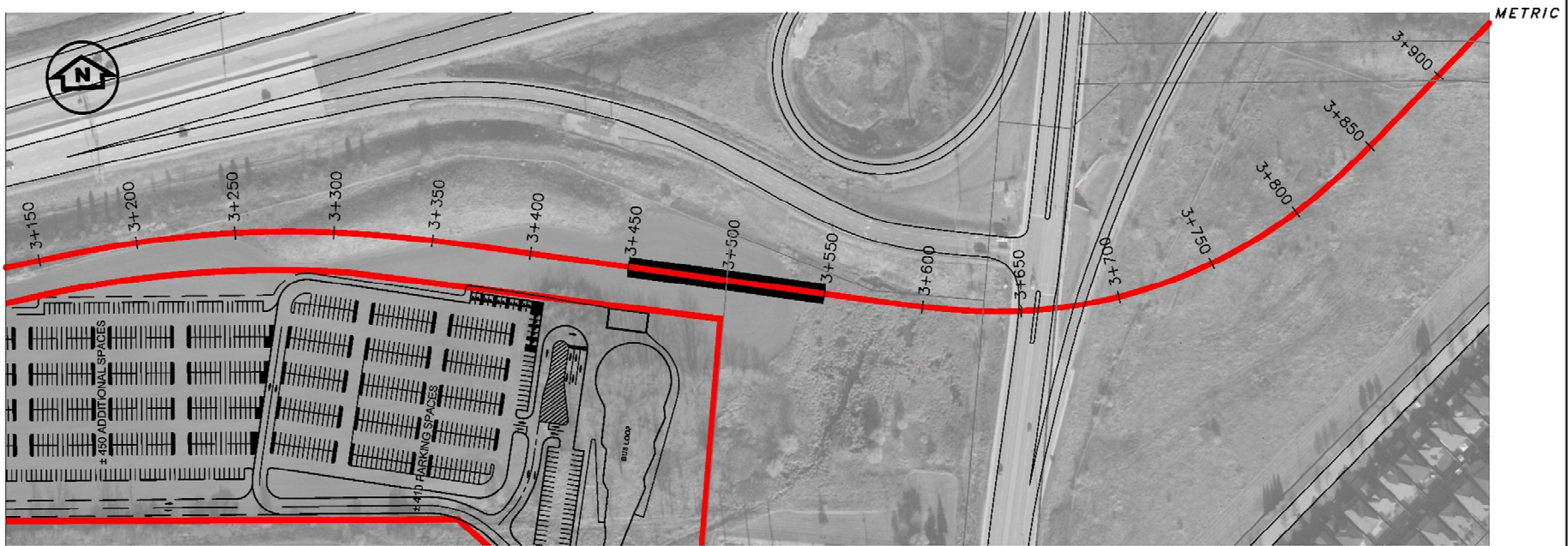
- 110 km/h design speed on runningway
- 80 km/h design speed through stations
- Minimize impact to existing and planned infrastructure
- Minimize impact to surrounding environment, utilities and 407 ETR
- 100m long tangent required for station (LRT)

Vertical Alignment Criteria

- Station platform located as close to station facility grade as possible
- Minimize impact to surrounding environment, utilities and 407 ETR
- Minimize cost and length of structures
- 0.5% maximum platform grade (provision for LRT)
- 4.5% maximum desirable grade (LRT)



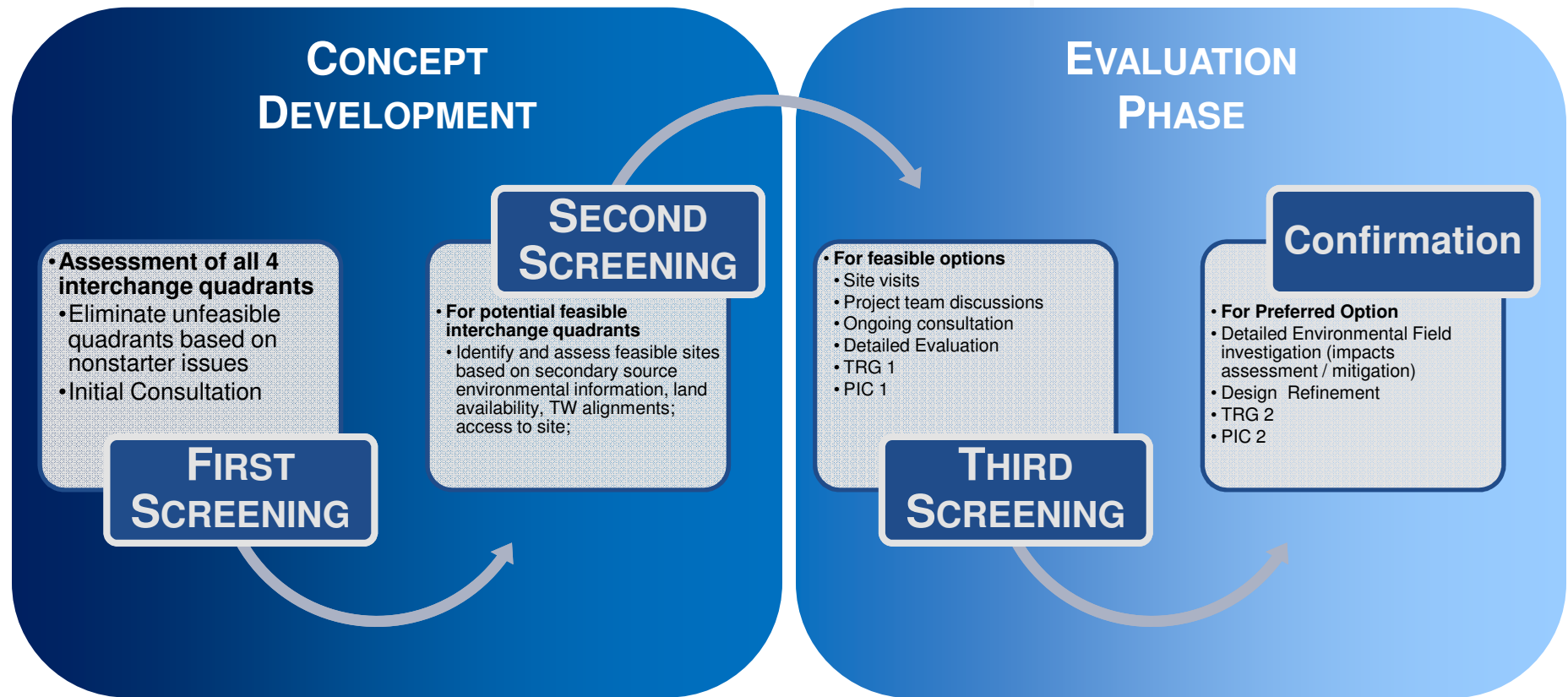
ALIGNMENT – PLAN PROFILE EXAMPLE



			LEGEND		WATER COURSES 407 ROW 407 TRANSITWAY ROW GREENBELT AREA WETLAND
			COMMERCIAL DEVELOPMENT FUTURE TRANSITWAY STATION RESIDENTIAL DEVELOPMENT SWM PONDS	HYDRO CORRIDOR ENVIRONMENTAL CONCERN AREA CULTURAL HERITAGE ARCHEOLOGICAL POTENTIAL ECOLOGICAL LAND CLASSIFICATION	

407 TRANSITWAY - G.W.P. 13-20003
EAST OF KENNEDY TO BROCK ROAD
CA 2013-E-0027

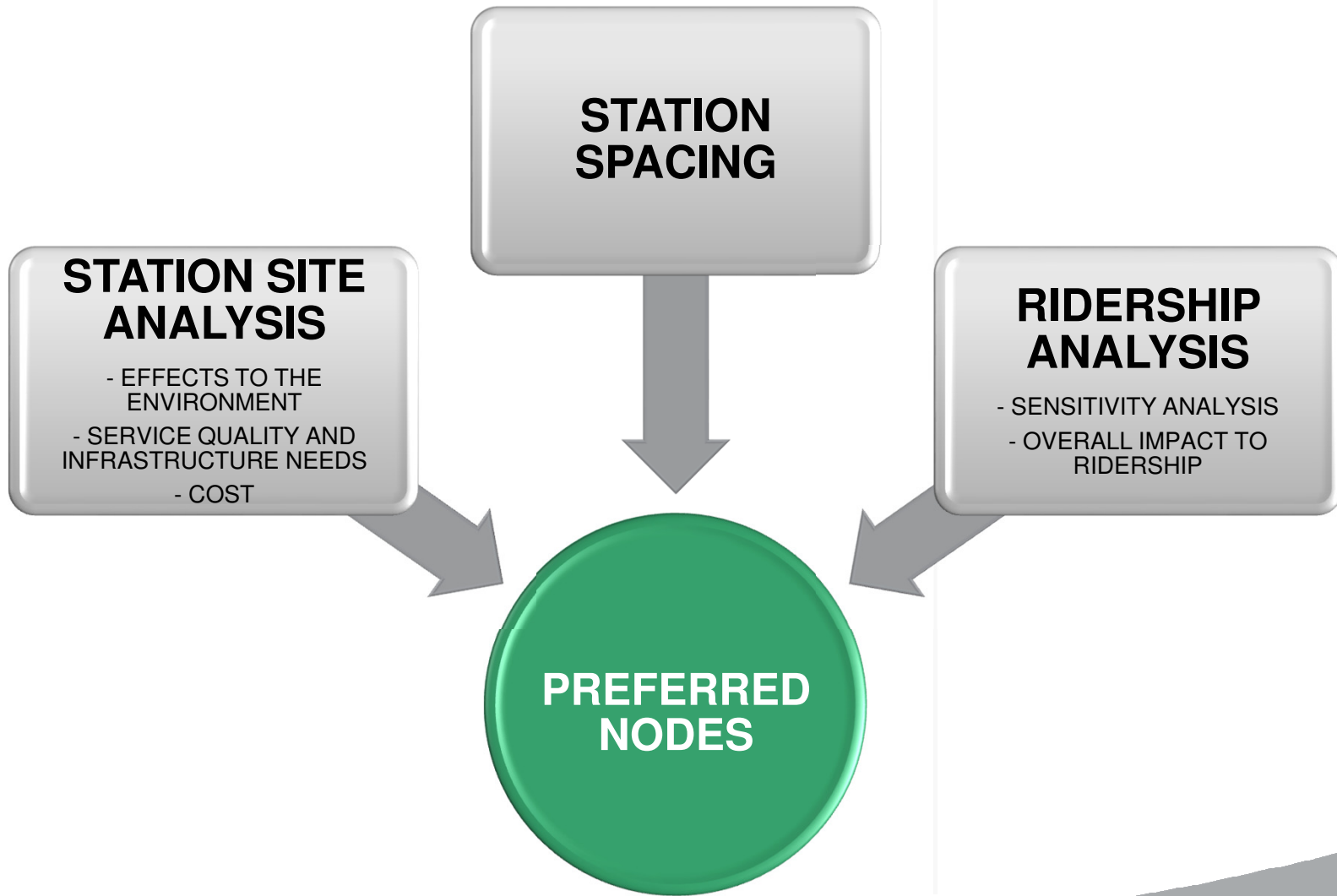
METHODOLOGY / STATION SITES SCREENING PROCESS



STATION SITE EVALUATION CRITERIA

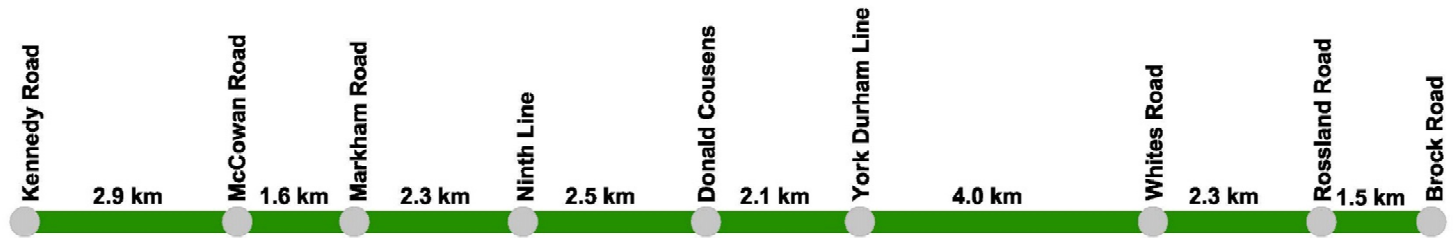
OBJECTIVES/ CRITERIA/ INDICATORS	
CRITERIA	INDICATORS
EFFECTS TO THE ENVIRONMENT (OBJECTIVE: MINIMIZE ADVERSE EFFECTS ON THE NATURAL ENVIRONMENT)	
A. Natural Environment	Potential Effects on Natural Heritage Resources
	Potential Effects on Environmentally Significant Landform/Features
	Potential Effects on Geology and Hydrogeology
	Potential Effects on Hydrology
A. Social Environment	Potential Species /Habitat at Risk
	Potential effects on property
	Potential effects on adjacent Noise Sensitive Areas
A. Cultural Environment	Land Use Compatibility with provincial and municipal plans and policies
	Known presence of archeological potential
	Potential Impacts to First Nations Lands
SERVICE QUALITY AND INFRASTRUCTURE NEEDS (OBJECTIVE: MAXIMIZE SERVICE QUALITY AND MINIMIZE DISRUPTION)	
A. Transitway Alignment	Ride comfort (curvature and grades)
A. Accessibility	Pedestrian & walking connectivity (distance for transfers from other transit systems)
	Vehicular connectivity (road length from arterial road exit to site)
	Suitability of staged development (Accessibility to / from 407 ETR)
	Compliance of proposed access road with Road Design Standards
A. Site Area (size and shape)	Ability to optimize station facility layout and functionality
	Additional area for surface expansion
A. Constructability	Ease of Implementation (disruption to traffic, major utilities relocation, etc)
COST (OBJECTIVE: FACILITATE COST-EFFECTIVE CONSTRUCTION OF TRANSITWAY)	
A. High Level Capital Construction Costs	Implementation Cost (transitway facility, road improvements, bridges, major utilities relocation, etc) Rank based upon relative comparison of alternatives
OVERALL PREFERRED OPTION	

IDENTIFICATION OF PREFERRED NODES

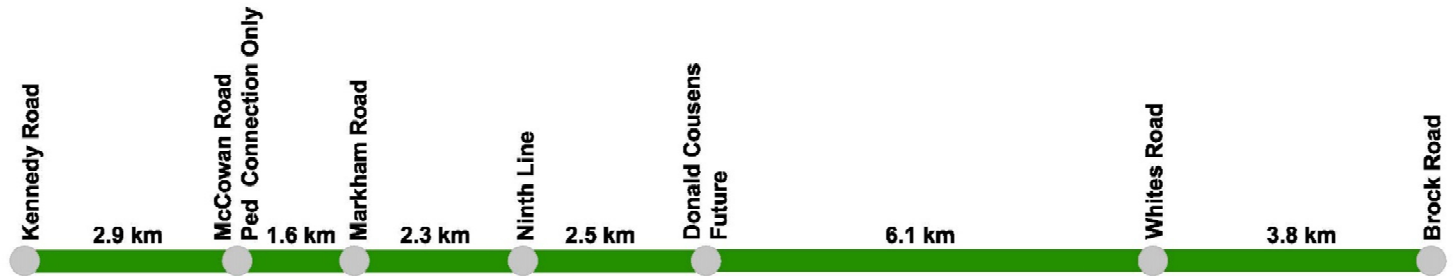


STATION NODE SPACING

8 Station Base Scenario



6 Station Recommended Scenario



STATION SITE / FACILITY SIZING CRITERIA

- **Based on forecast ridership levels**
- **Park and Ride**
- **Allow 200 spaces for car pool use at each station**
- **Overall requirement \geq 4200 spaces**
- **Individual parking lot sizing approx. 550 to 1050 spaces**
- **Upper limits initially used for each station to allow for staged implementation**
- **Revisit based on overall implementation strategy**
- **Bus Loops (4-6 bus bays)**
- **Consider Interlining opportunities**

MCCOWAN ROAD STATION – PREFERRED SITE LAYOUT



Pedestrian Connection selected due to:

- Land availability limitations
- High cost of station access
- Proximity to Kennedy and Markham Stations

IBI PARSONS SCALE 1:2000 407 TRANSITWAY McCOWAN ROAD PREFERRED ALTERNATIVE



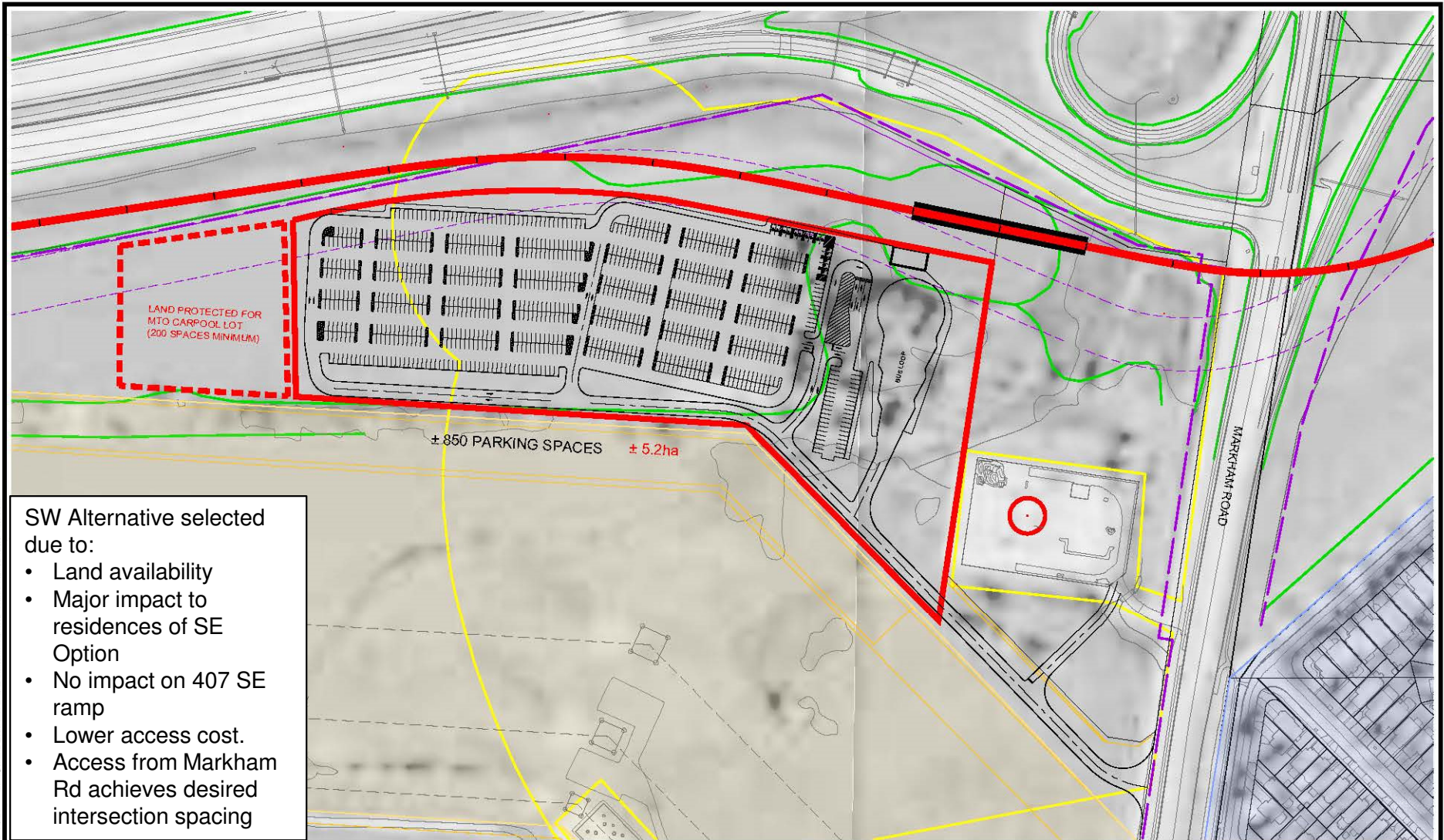
PARSONS

SCALE 1:2000

407 TRANSITWAY

McCOWAN ROAD **PREFERRED ALTERNATIVE**

MARKHAM ROAD STATION – PREFERRED SITE LAYOUT

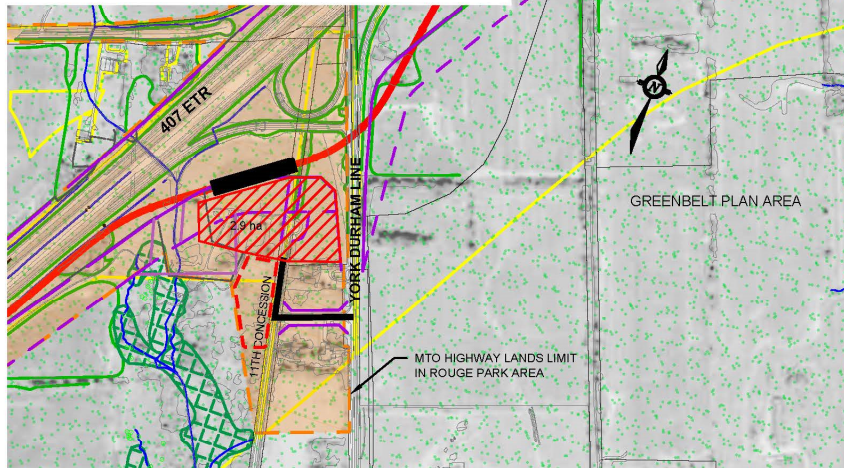


SW Alternative selected due to:

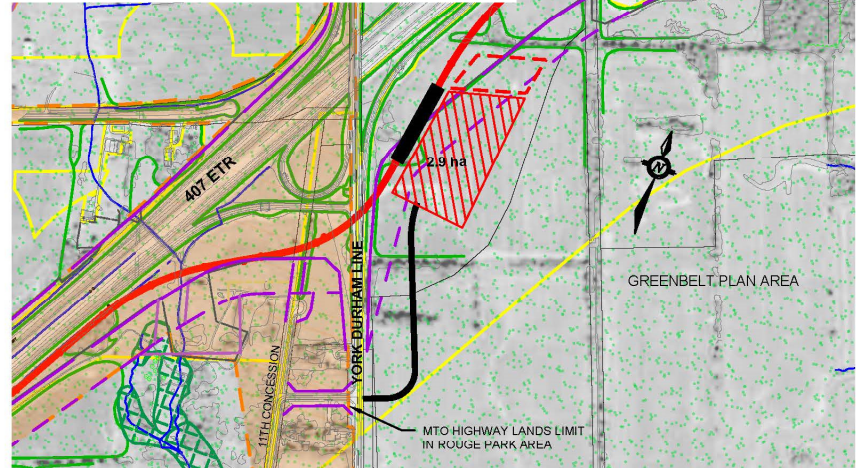
- Land availability
- Major impact to residences of SE Option
- No impact on 407 SE ramp
- Lower access cost.
- Access from Markham Rd achieves desired intersection spacing

YORK DURHAM LINE STATION – SITE ALTERNATIVES

SOUTHWEST ALTERNATIVE 1



SOUTHEAST ALTERNATIVE 1

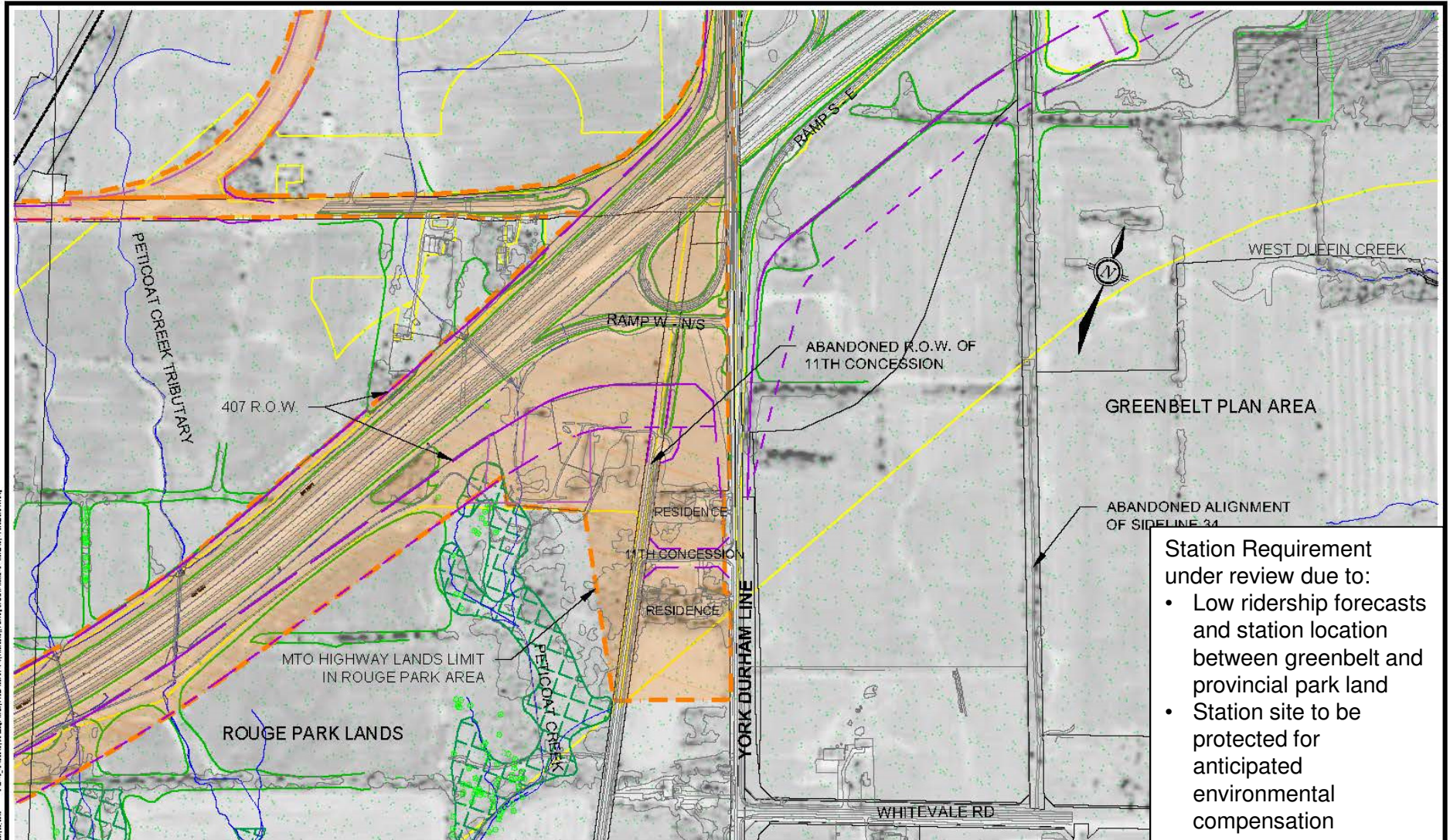


LEGEND:

	COMMERCIAL DEVELOPMENT
	FUTURE TRANSITWAY STATION
	RESIDENTIAL DEVELOPMENT
	SWM PONDS
	HYDRO CORRIDOR
	ENVIRONMENTAL CONCERN AREA
	CULTURAL HERITAGE
	ARCHEOLOGICAL POTENTIAL
	ECOLOGICAL LAND CLASSIFICATION
	WATER COURSES
	407 ROW
	407 TRANSITWAY ROW
	GREENBELT AREA
	WETLAND

131444_4277-00-0010-01-Map (Environmental Assessment) 01/06/2017 10:00:00 AM
 131444_4277-00-0010-01-Map (Environmental Assessment) 01/06/2017 10:00:00 AM

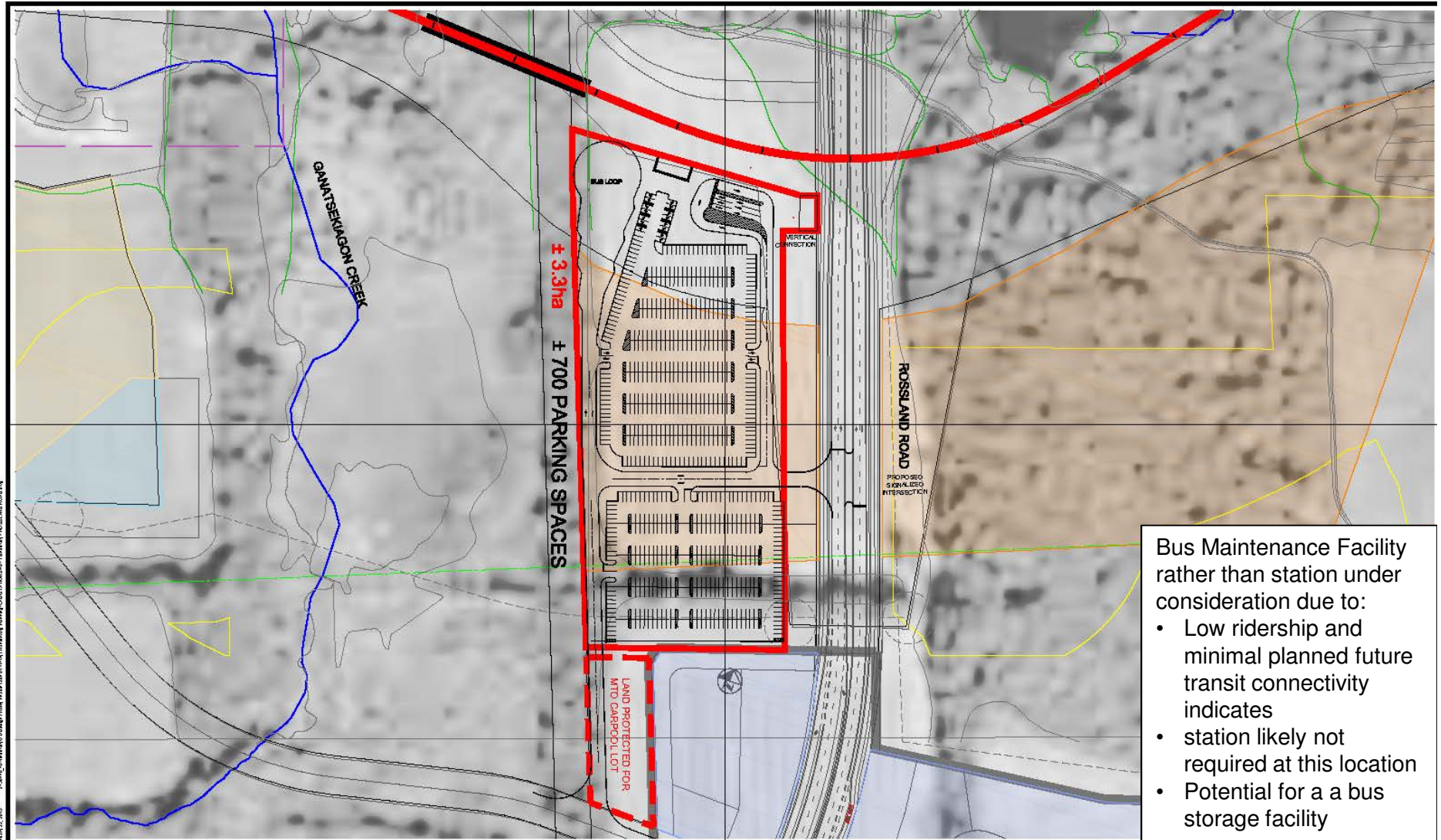
YORK DURHAM LINE STATION – PREFERRED SITE LAYOUT



Station Requirement under review due to:

- Low ridership forecasts and station location between greenbelt and provincial park land
- Station site to be protected for anticipated environmental compensation

ROSSLAND ROAD STATION – PREFERRED SITE LAYOUT



Bus Maintenance Facility rather than station under consideration due to:

- Low ridership and minimal planned future transit connectivity indicates
- station likely not required at this location
- Potential for a bus storage facility

IBI PARSONS 407 TRANSITWAY STATION 2023-01-10 10:00 AM



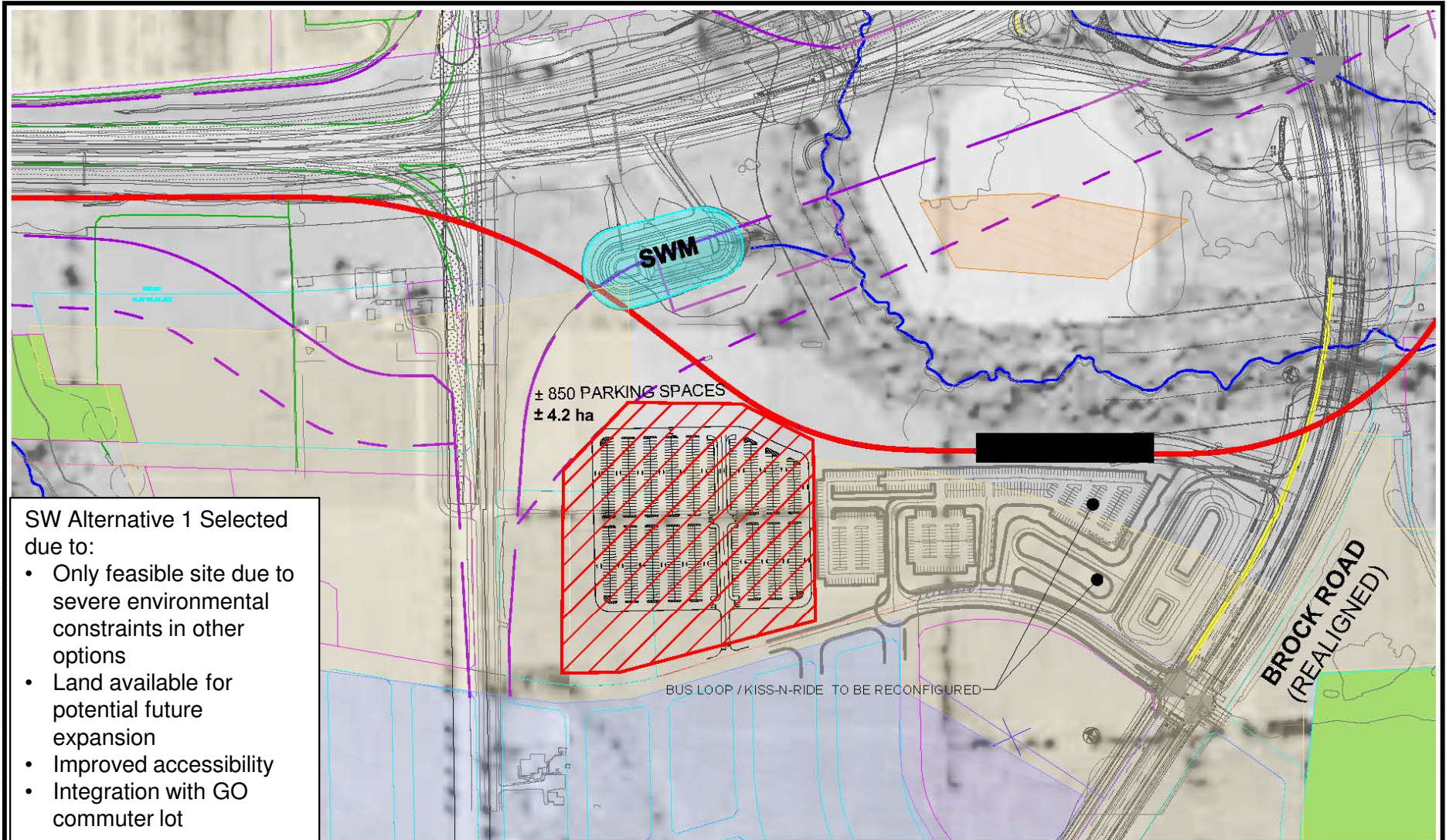
PARSONS

SCALE 1:2000

407 TRANSITWAY

ROSSLAND ROAD STATION

BROCK ROAD STATION – PREFERRED SITE LAYOUT



SW Alternative 1 Selected due to:

- Only feasible site due to severe environmental constraints in other options
- Land available for potential future expansion
- Improved accessibility
- Integration with GO commuter lot

NEXT STEPS / IMPORTANT DATES

Milestone	Date
Receive comments from TRG	February 11 2015
PIC 1	April 2015
TRG Meeting #2 – 30% Preliminary Design & Pre-TPAP	August 2015

QUESTIONS / DISCUSSION



Presentation available for download on the project website
www.407transitway.com/stakeholders/kennedyToBrock

PARSONS

HIGHWAY 407 TRANSITWAY – PLANNING & PRELIMINARY DESIGN
FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 13-20003, C.A. #2013-E-0027

MINUTES OF TRG MEETING #1

HELD ON: January 28, 20015 at 9:00 a.m.

HELD AT: Parsons Office, 625 Cochrane Drive, Markham
5th Floor North & South Boardrooms

PRESENT: Robb Minnes	of: MTO
Tarita Dizcki	
Larry Sarris	
Adrian Firmani	
Gus Garron	of: Parsons
Amy Munn	
Allan Ortlieb	of: IBI Group
Jesse Coleman	
Bruce Mori	
Sowel Kang	of: LGL Limited
Malcolm Mackay	of: GO/Metrolinx
Dragan Mrkela	of: 407 ETR
Paul May	of: York Region Rapid Transit
Steve Mota	of: York Region
Joshua Wang	
Sepideh Majdi	of: City of Markham
Brian Lee	
Jeff Brooks	of: City of Pickering
Colleen Goodchild	of: Durham Region
Doug Robertson	
Steven Barber	of: Ministry of Municipal Affairs and Housing
Anthony Ierullo	of: Hydro One
Amy Lin	
Richard Scott	of: Parks Canada
Suzanne Bevan	of: Toronto Region Conservation Authority
Sharon Lingertat	
Graham Martin	of: Infrastructure Ontario
Ash Kothiyal	
Jordan Erasmus	

- PURPOSE:** To provide the members of the Technical Resource Group (TRG) with an introduction to the project and present/discuss the following:
- Ridership
 - Environment
 - Alignment
 - Evaluation Methodology
 - Station site alternatives and preferred option
 - Preferred transitway configuration

No.	Item	Action
1.	<p><u>Introduction and Overview</u></p> <p>R. Minnes provided background of the entire 407 Transitway project</p> <p>G. Garron presented the study objectives, milestone dates, reviewed work completed to date and forthcoming work before triggering the EA process.</p> <p><u>Note:</u> The presentation is available on the project website for download www.407transitway.com/stakeholders/kennedyToBrock UserName: stakeholder Password: fw8J_3*m</p>	
2.	<p><u>Ridership</u></p> <p>J. Coleman presented the initial results from the forecasted projected growth and ridership in the corridor.</p> <p>Q1: What level of geography was forecast done to? A1: Models were forecast to regional level using MTO’s Greater Golden Horseshoe model. The ridership report will be available when it is finalized</p>	
3.	<p><u>Environmental Considerations</u></p> <p>S. Kang presented the work done to date on environmental, preliminary findings and planned field work.</p> <p>Q2: Are field investigations being carried out within the entire 500m swath identified for the desktop review? A2: The field investigations will be performed in the area of the proposed alignment and station sites only.</p>	Project Team
4.	<p><u>Alignment</u></p> <p>A. Munn presented the alignment design criteria, objectives and constraints and discussed a typical alignment configuration (Markham Rd)</p> <p>Q3: How is the interlining being accommodated for in the alignment design? A3: The goal is to provide interlining access to the running way at each Transitway station site where possible. This will be examined at a later stage.</p>	Project Team

No.	Item	Action
	<p>Q4: How will the alignment address creek crossings, floodplain areas and drainage features?</p> <p>A4: The design will take into account flood plain data and creek crossings. Modelling of creek impacts will occur at a later stage in the project. The goal of the design will be to mirror the existing 407 ETR crossings of the creeks where possible. Storm water management ponds will be designed to account for runoff at stations. TRCA will have the opportunity to review and comment.</p>	Project Team
5.	<p><u>Evaluation Process</u></p> <p>G. Garron presented the evaluation methodology used to identify and evaluate the station sites and recommended nodes to provide optimum service, considering land availability, environmental constraints, vehicular and pedestrian access, transit connectivity, TW alignment, magnitude of costs.</p> <p>Q5: Does the 4200 required parking spaces include the 200 carpool spaces per parking lot?</p> <p>A5: Yes.</p>	
6.	<p><u>Stations Sites –Alternatives and Station Layout for Preferred Sites</u></p> <p>A. Ortlieb presented the considered options, constraints, preferred option and conceptual surface facility layout at each of the potential station node locations.</p> <p><u>McCowan Road</u></p> <p>Q6: Will property be protected for potential future surface facilities given that the proposed solution is a vertical connection only?</p> <p>A6: No. A surface facility is not feasible at this location due to the access constraints, and limitations on the station being located within the hydro corridor.</p> <p>Q7: Is there potential to locate the McCowan Rd platform under the arterial, similar to the Dixie Rd GO station in Peel, to allow for easy, direct pedestrian access to the street?</p> <p>A7: This option will be examined.</p> <p>Q8: Is the McCowan Rd station warranted given that there is no opportunity for park and ride or interlining?</p> <p>A8: Yes, due to the planned subway extension to Scarborough Town Center. McCowan Road will likely become a major transit corridor connecting to the subway.</p> <p><u>Markham Road</u></p> <p>Q9: There are wet lands located on the west side of Markham Rd. How are they being taken into account in the evaluation and will the Ministry of Natural Resources and Forestry (MRF) be consulted?</p>	Project Team

No.	Item	Action
	<p><u>Whites Rd</u></p> <p>No Questions.</p> <p><u>Rossland Rd</u></p> <p>Q16: It is noted that this station site is a potential gateway to the future Pickering airport. Will the ultimate station be shown or the interim phase only? A16: A staging plan will be developed to address interim and ultimate plans for all station sites within the project limits.</p> <p>Q17: Durham Region Transit notes that it may be overkill to place a full station facility at this location as the Seaton development is largely comprised of residential development and will be difficult to service from a local transit perspective. A17: Noted</p> <p><u>Brock Rd</u></p> <p>Q18: What is the viability of the available land adjacent to Old Brock Rd? A18: Property viability will be given due consideration, however, the station footprint may require all of the land east of Old Brock Road.</p>	<p>Project Team</p> <p>Project Team</p>
<p>7.</p>	<p><u>Other Issues</u></p> <p>Q19: Is the study considering pedestrian connection opportunities around the stations? A19: This study is not performing an urban planning analysis of the surrounding areas however it will consider specific needs of the Municipalities.</p> <p>Q20: Will environmental compensation be completed within the same regional jurisdiction or in another area? A20: The intention is for environmental compensation to occur within the local area, if possible. It is recognized that TRCA prefers that compensations occur within the same watershed. Environmental considerations will be given a priority when developing compensation measures as much as possible.</p> <p>Q21: How are lands being protected in the study area? A21: Currently, the land is partially protected from past property protection studies and a previous Environmental Assessment. There is a 60m wide corridor to the south of 407 ETR that is protected, by the EA, for the running way from Markham Road to Brock Road. However, this does not include the station sites. The current EA will oblige the municipalities to protect the land for the 407 Transitway facility footprint requirements as per the Public Transportation and Highway Improvement Act (PTHIA).</p> <p>Q22: How is the alignment connection at Kennedy Rd being handled? Is now the best time to revisit the alignment?</p>	<p>Project Team</p>

No.	Item	Action
	<p>A22: The 407 Transitway East Section Project will be based on the approved Central Section EA. If the existing planned Viva alignment through Markham Centre is changed and the mobility hub design reconfigured as a result, with agreement of all parties , the Transitway alignment may be revisited by MTO through Markham Centre as well.. MTO stated that the alignment will not be revisited as part of this project currently underway. MTO stated that should any study be undertaken to review Markham CentreMTO should be consulted throughout the study process.</p> <p>Q23: Will a bus maintenance facility concept be developed for the Rossland Rd site?</p> <p>A23: Yes. A bus maintenance facility layout will be completed to address the needs of the east section with Brock Rd as the interim terminus.</p> <p>Q24: Parks Canada noted that there is a 200 ha limit on land to be made available for future infrastructure within the park area. Any transitway alignment and station footprint requirements on lands being transferred to Parks Canada would come out of that total.</p> <p>A24: Noted</p>	<p>Project Team</p>

If there are any errors or omissions, please contact the undersigned.

Amy Munn

Minutes prepared by:
 PARSONS

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
TECHNICAL RESOURCE GROUP #2



PROJECT WEBSITE: 407Transitway.com

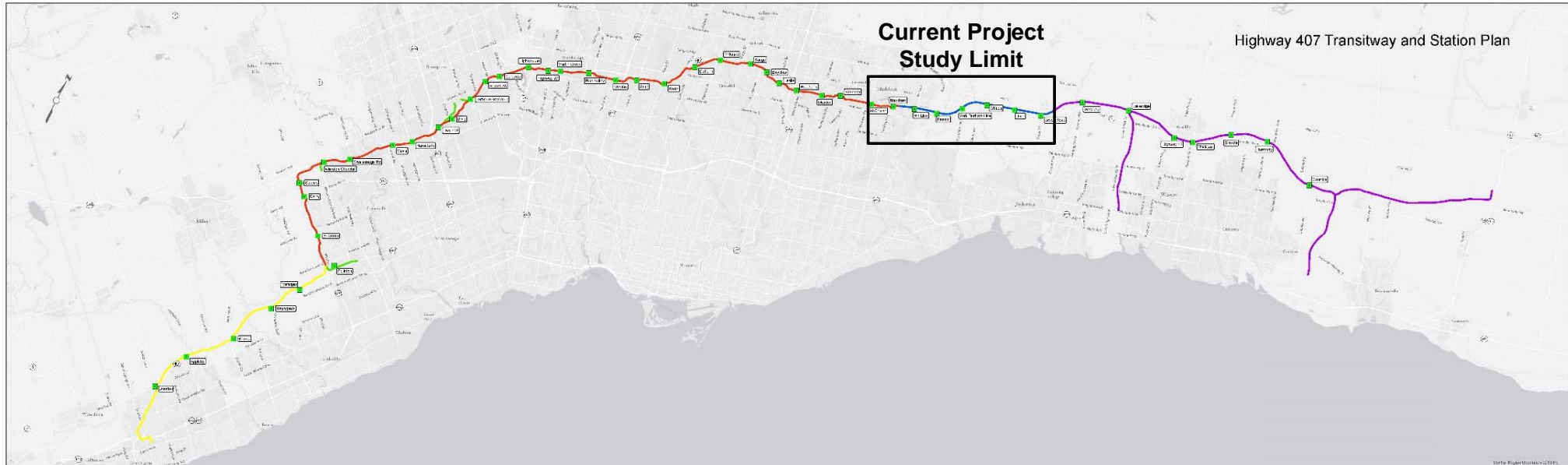


Presentation Contents



- General Description of the 407 Transitway
- 407 Transitway East of Kennedy Road to East of Brock Road
- 407 Transitway Objectivities
- Transit Project Assessment Process
- Project Schedule
- Consultation Process
- Detailed Field Investigations
- Preferred Alignment and Station Configurations
- Station Design Principles
- Preferred Station Configurations
- Implementation Strategy
- Questions

General Description of the 407 Transitway

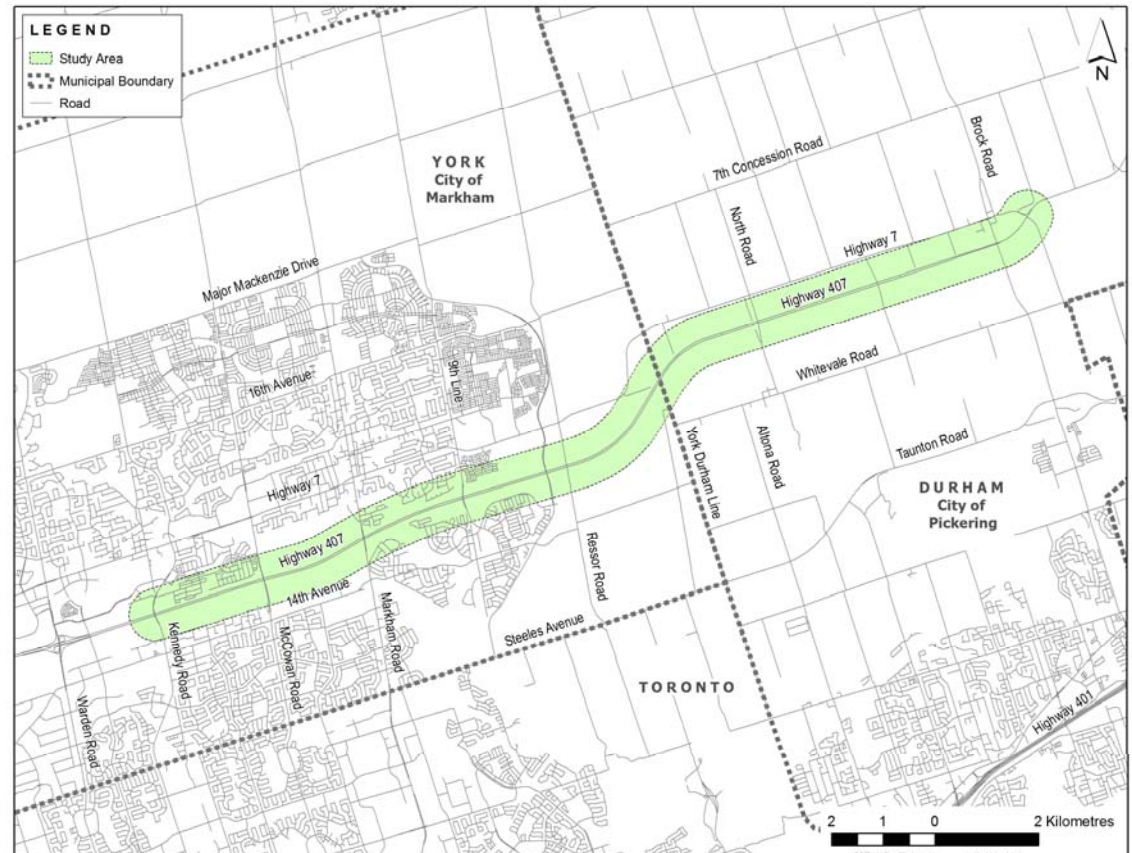


- Exclusive fully grade separated rapid transit (BRT or LRT) parallel to HWY 407
- Burlington to Oshawa – 150 km, up to 50 surface stations
- Approved EA's: Hwy 400 – Kennedy Road (TPAP, 2010); Markham Road – Brock Road (Alignment – EA, 1997)); Hwy 407 Brock Road to the Hwy 35/115 interchange (The approval also covers the two Transitways adjacent to the 401-407 link highways in Pickering/Whitby/Ajax and Oshawa).
- Ongoing: TPAP Kennedy Road to Brock Road ; TPAP Hurontario Street – Hwy 400

407 Transitway East of Kennedy Road to East of Brock Road



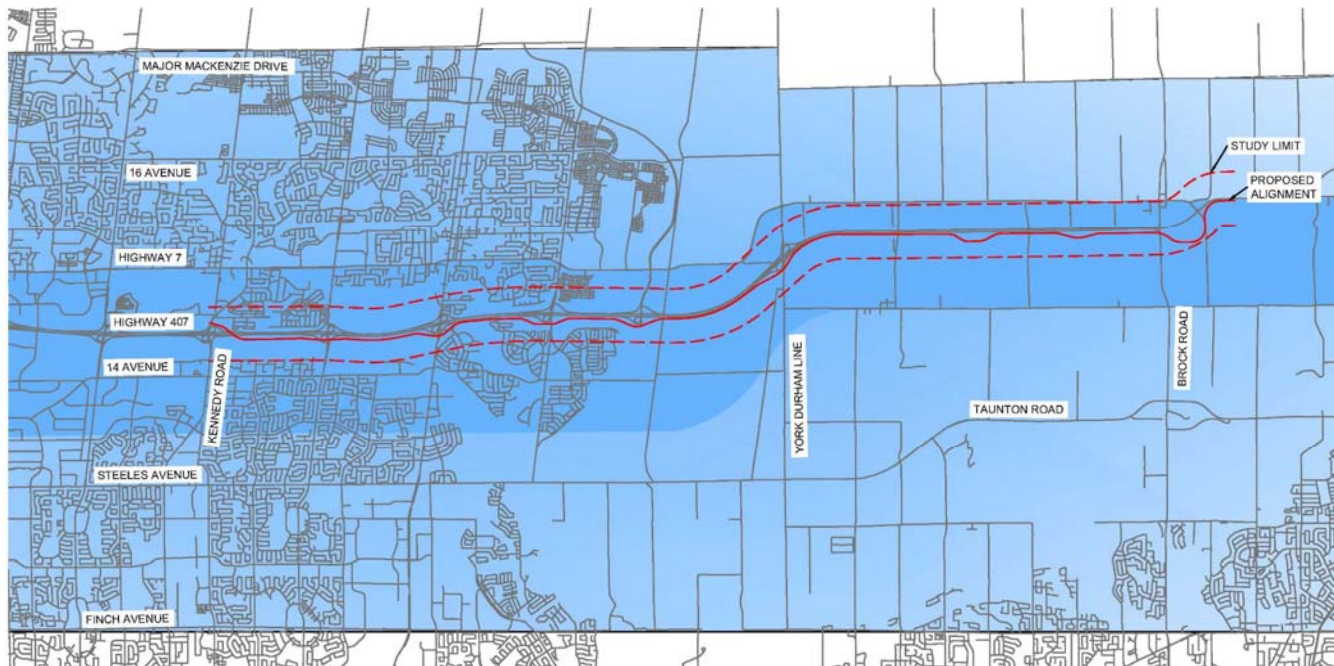
- 19 Kilometers
- 5 Stations
- Approved EA for the runningway already in place between Markham Road and Brock Road (*Highway 407 / Transitway Markham Road Easterly to Highway 7 East of Brock Road EAR 1997*)
- Study re-examines runningway alignment and the station locations based on 407 Transitway Design Guidelines, current ridership forecasts and complete Preliminary Design



407 Transitway Objectives



- Enhance east-west cross-regional mobility (fast, safe, cost effective transportation mode along the GTA north corridor)
- Connects GO future Regional Express Rail service; Subway Expansion Projects;
- Improves transit accessibility to major nodes (City Centres; Universities/Colleges)
- Offers transit transfer, park and ride, passenger pick up and drop off, and opportunities at strategic locations along the 407 Corridor
- Reduces automobile dependence and GHG emissions (Hwy 401 to Major Mackenzie Drive)

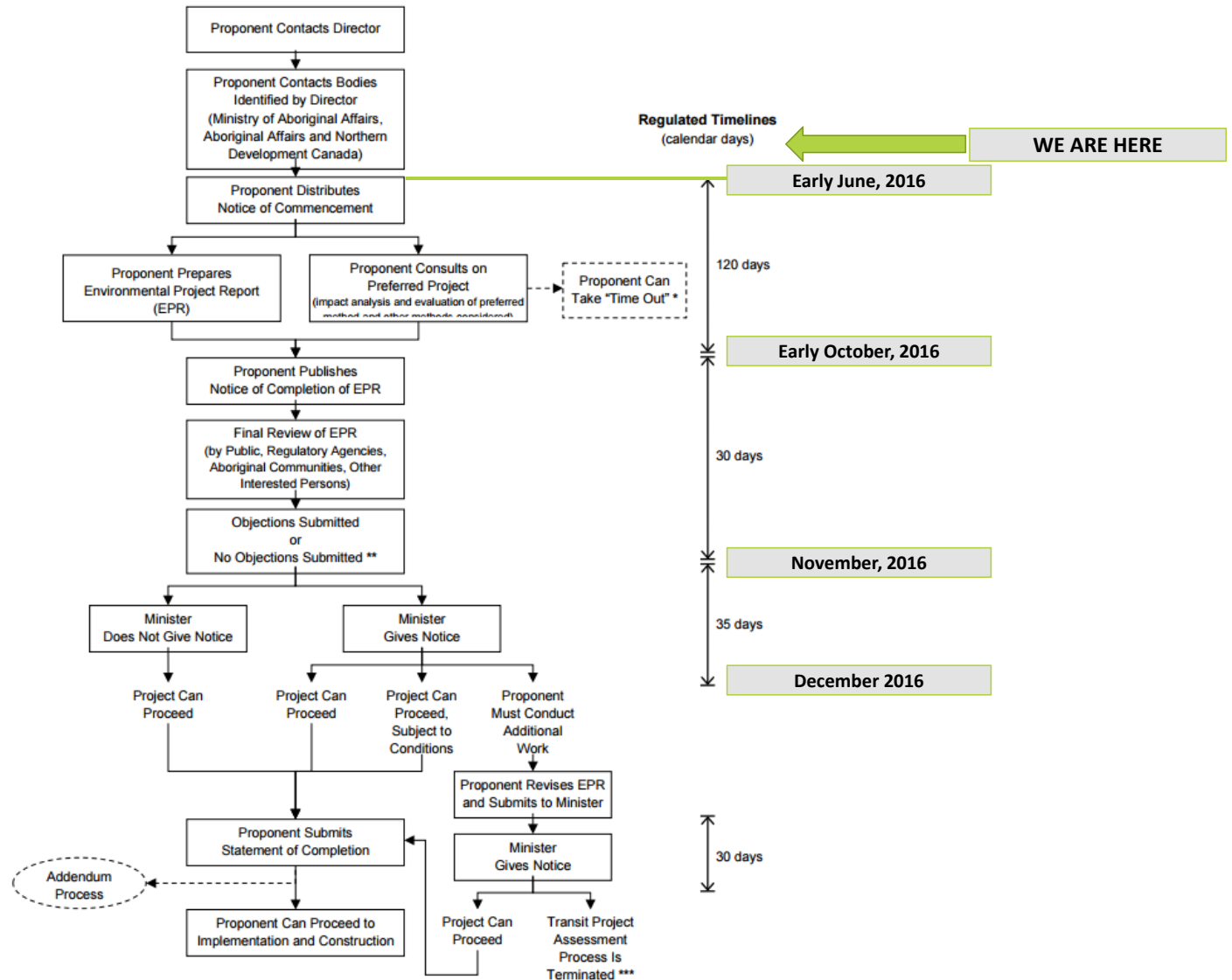


Milestone	Date
Study Initiation	May, 2014
Ridership Study and Existing Conditions Reports	August, 2014
Development of Planning Alternatives	December, 2014
TRG 1 – Project Introduction; Initial Findings	February, 2015
PIC 1 - Project Introduction; Initial Findings	April, 2015
Detailed Field Investigations	Summer and Fall, 2015
Confirmation of Technically Preferred Alternative	December, 2015
Preliminary Design	February, 2016
Environmental Assessment of Preferred Alternative	February, 2016
Draft EPR to MTO	March, 2016
TRG 2 – Presentation of Draft EPR	April, 2016
Draft EPR to MOECC and Stakeholders	April, 2016
Review of Draft EPR by MOECC and Stakeholders	April, May, 2016
TPAP Notice of Commencement	Early June, 2016
PIC 2 - Findings and Conclusions of TPAP	Mid June, 2016
Final EPR; TPAP Notice of Completion	October, 2016
TPAP Statement of Completion	December, 2016

Transit Project Assessment Process (TPAP)



TPAP – Fast Track
Environmental Assessment
for Provincial Transit
Projects



■ Agencies

- Initial contact letters sent to agencies and Aboriginal communities
- Meetings with agencies to introduce the project and contact requesting for background information
- Presentation of Existing Conditions and Planning Alternatives to Technical Resource Group (TRG)
- Meetings with Municipalities and Parks Canada during preparation of Draft EPR

■ Aboriginal Communities

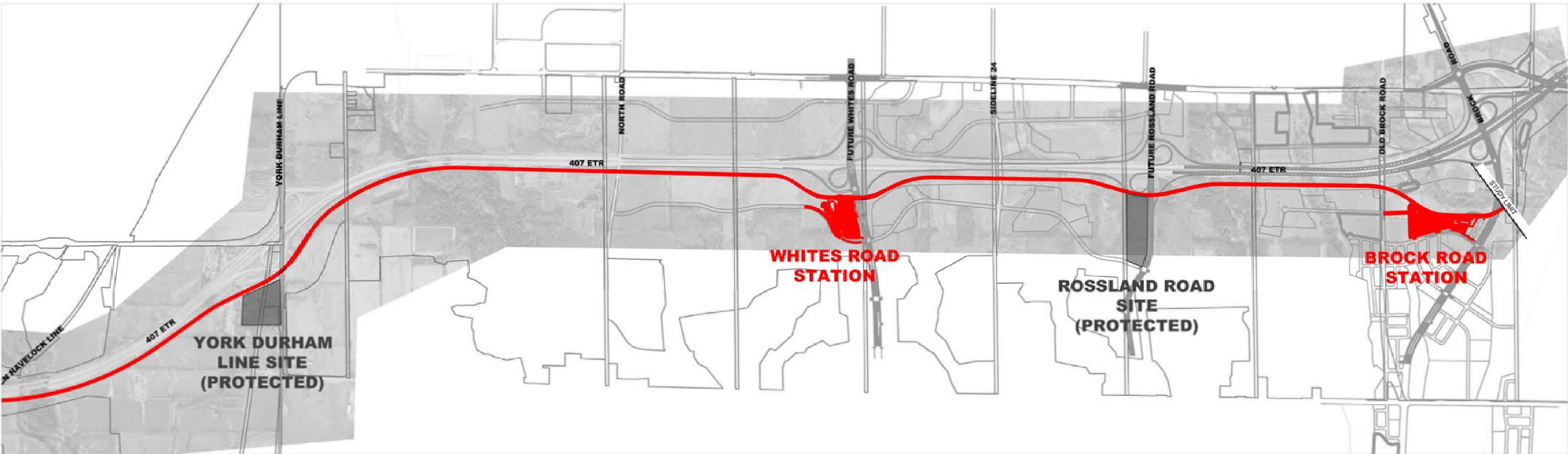
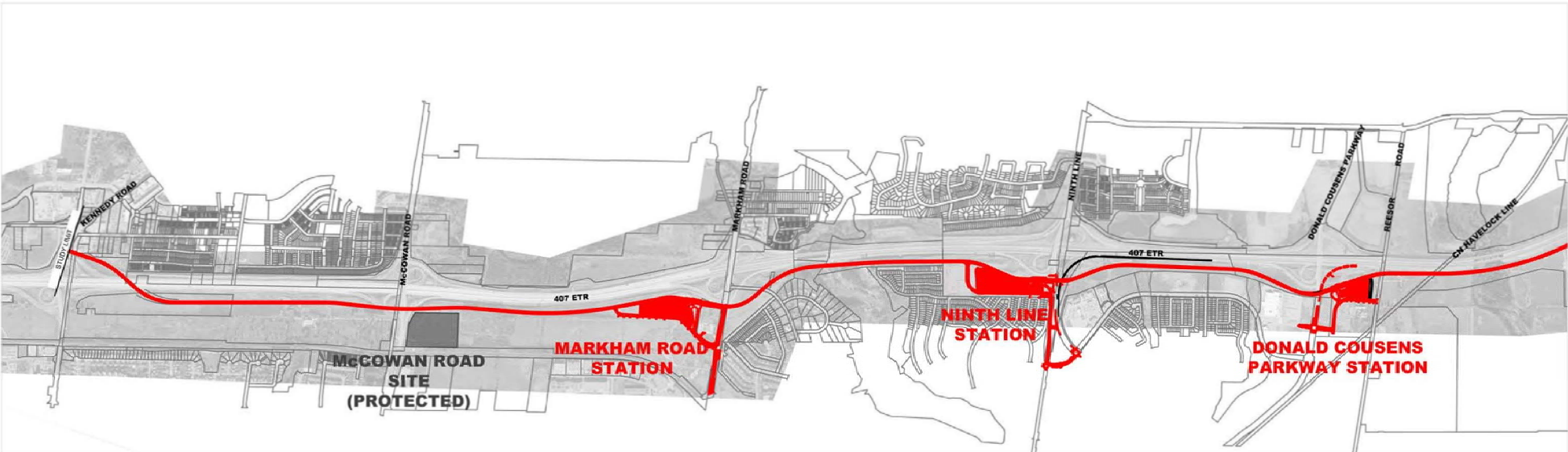
- 15 Aboriginal Communities were contacted.
 - Alderville First Nation: No concerns; wants to be kept informed.
 - Curve Lake First Nation: Study area located within the Traditional Territory of Curve Lake First Nation. Within the Williams Treaties Territory and subject of a claim under Canada's Specific Claims Policy.
 - Huron-Wendat Nation: Potential for archaeological sites within the study area.

■ Public Information Centre #1 held in April 2015

- Held in Markham and Pickering.
- Ninth Line Tenants: Traffic related concerns. Traffic impact analysis done. - Results addressed in EPR.
- Reesor Road Heritage Home Resident: Concerns of impact. – Preferred alternative avoids impact.

- Technical Resource Group (TRG)
 - Presentation of Draft EPR and distribution to TRG members for review and comments April 2016
 - Submit Draft EPR to MOECC and TRG representatives April 2016
 - Receive comments from TRG and MOECC on Draft EPR end of May 2016
- Publish the Notice of Commencement of Transit Project Assessment Process early June 2016
- Public Information Centre #2 mid June 2016
- Notice of Completion of Environmental Project Report early October 2016

Preferred Alignment and Station Configuration



Environmental Technical Studies on the Preferred Transitway Configuration including field investigations conducted in 2015:

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology



Detailed Field Investigations - Major Environmental Findings



- Markham Road Station
 - Wetland southwest quadrant of Markham Road and Highway 407 interchange – Avoided
 - Potential for a Huron-Wendat ossuary to exist – Stage 2 work is required
- Donald Cousens Station - Cultural Heritage Features
 - Two properties on Reesor Road are designated under the Ontario Heritage Act, Part IV and one property is listed by the City of Markham as cultural heritage resource – Avoided by preferred alternative
 - Heritage Impact Assessment was completed for the two properties designated under the *Ontario Heritage Act*.

Detailed Field Investigations - Major Environmental Findings



- Brock Road Station - Wildlife Habitat and Archaeological Site
 - Deer wintering site, archaeological site and Redside Dace habitat found east of Sideline 16
 - Current location of Brock Road Station was decided to avoid impacts to the above and better integration with the new MTO Brock Road Commuter Carpool Lot
- *Endangered Species Act*
 - The Transitway will cross approximately 5 Redside Dace supporting watercourses.
 - Field investigations during Preliminary Design have concluded that Eastern Meadowlark and Bobolink have the potential to be present within the study area. Butternut were also found but are located outside of the project footprint.
 - Impacts to terrestrial/fisheries SAR will be confirmed in Detail Design through discussions with MNRF.
- Archaeological Assessment
 - Stage 2 Archaeological Assessment is recommended for approximately 54.5 ha of land within the study area. During Detail Design, the area will be further refined and Stage 2 archaeological assessment will be conducted.
 - Two archaeological sites require Stage 3 Archaeological Assessments and two archaeological sites require Stage 4 Archaeological Assessments – to be conducted in Detail Design phase.

Station Design Principles



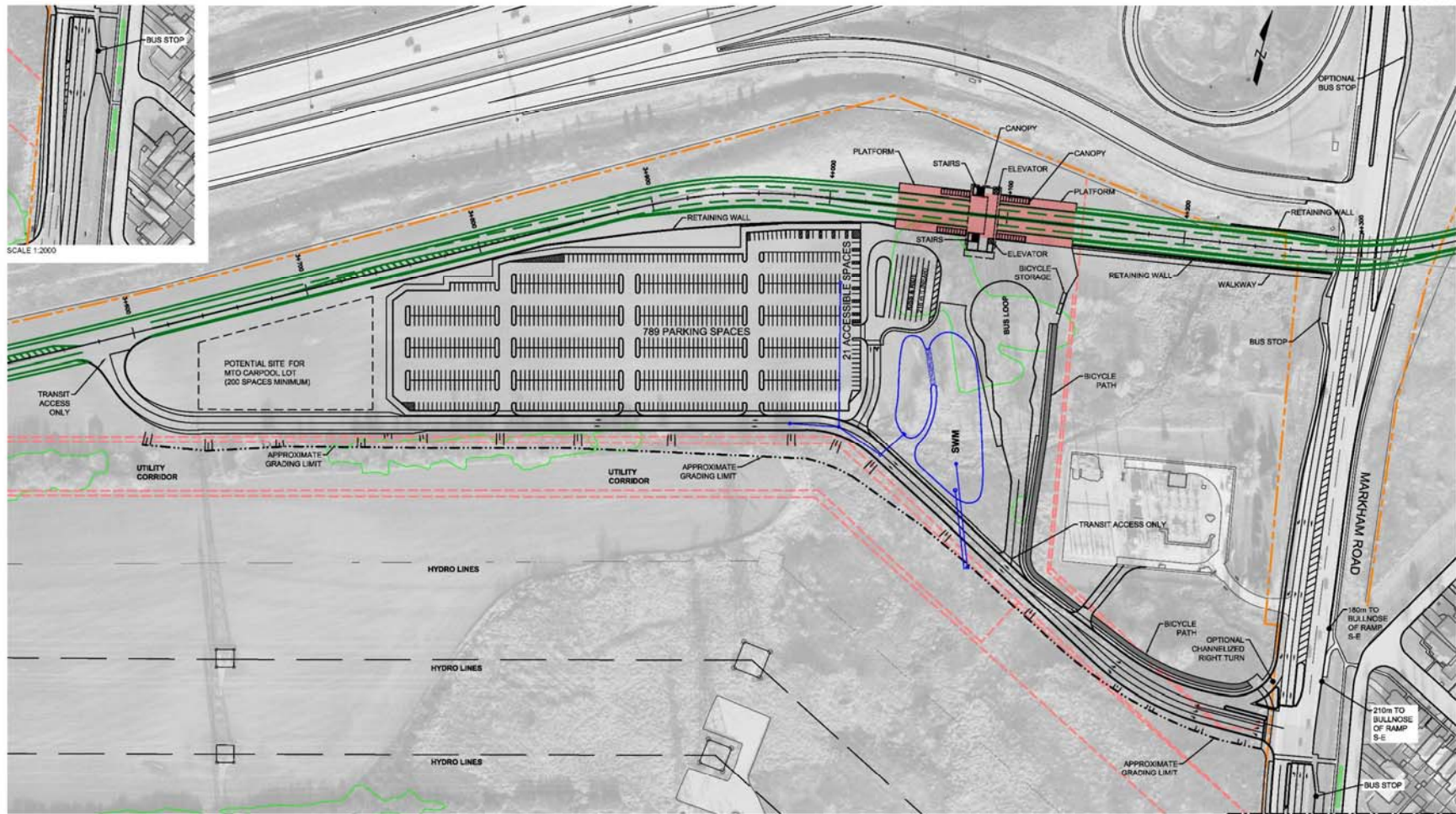
Component	Station Functional Requirements and Design Principles
Passenger	Short and convenient transfers; Universally accessible
Active Transportation	Convenient, comfortable, direct and safe pedestrian linkages to, from and within Transitway facility.
Vehicular Facilities	Prioritized PPUDO location Carpooling and alternate fuel vehicles parking close to platforms. Lay-bye and looping bus facilities for local and regional buses entering the station. Bus stops at the crossing arterial road will also be provided for buses not entering the facility.
Station Design	Weather-protected station areas. Station and plaza oriented to maximize levels of natural lighting. Unified way-finding and signage strategy. Station and Transitway elements to act as landmarks High level landscape design for surface facilities.



Preferred Alternatives Markham Road Station



METRIC



PLEASE SEE INSET FOR CONTINUATION

DRAWING NAME: 407 TRANSITWAY STATION MARKHAM RD STATION (M-1) - 1st COMMERCIAL PLAN (CONSTRUCTION) - 132-00-03 CA 2013-E-0027
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 DRAWING NUMBER: 132-00-03 CA 2013-E-0027



PARSONS



LEGEND	
	407 TRANSITWAY PROTECTED ROW
	STORM WATER MANAGEMENT POND
	POTENTIAL SITE FOR MTO CARPOOL LOT
	UTILITY CORRIDOR
	GRADING LIMIT
	EXISTING VEGETATION

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET
 MARKHAM RD
 STATION
 PLAN

PLATE
 M-1
DATE

Preferred Alternatives Brock Road Station



DRAWING NAME: \\01\work\407transitway\3.0 Design Phase\Drawings\01 - Plan (Drawings)\Planning\01\STATION\BROCK.001.dwg
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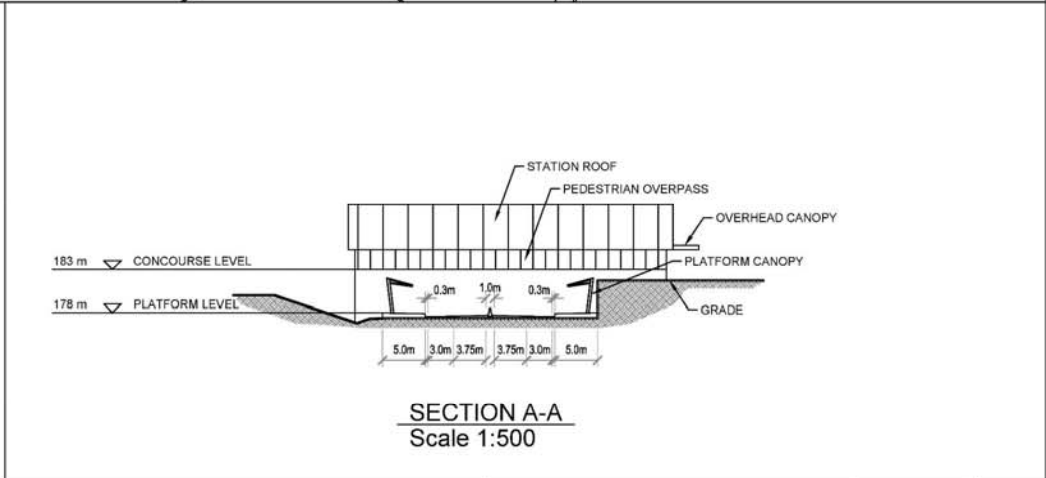
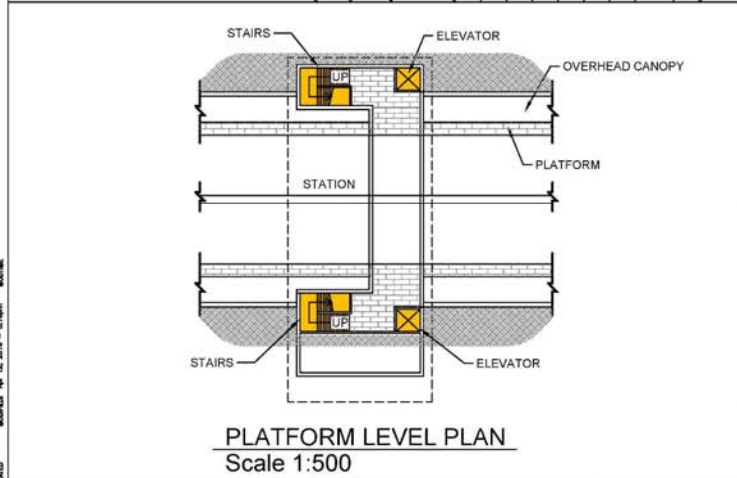
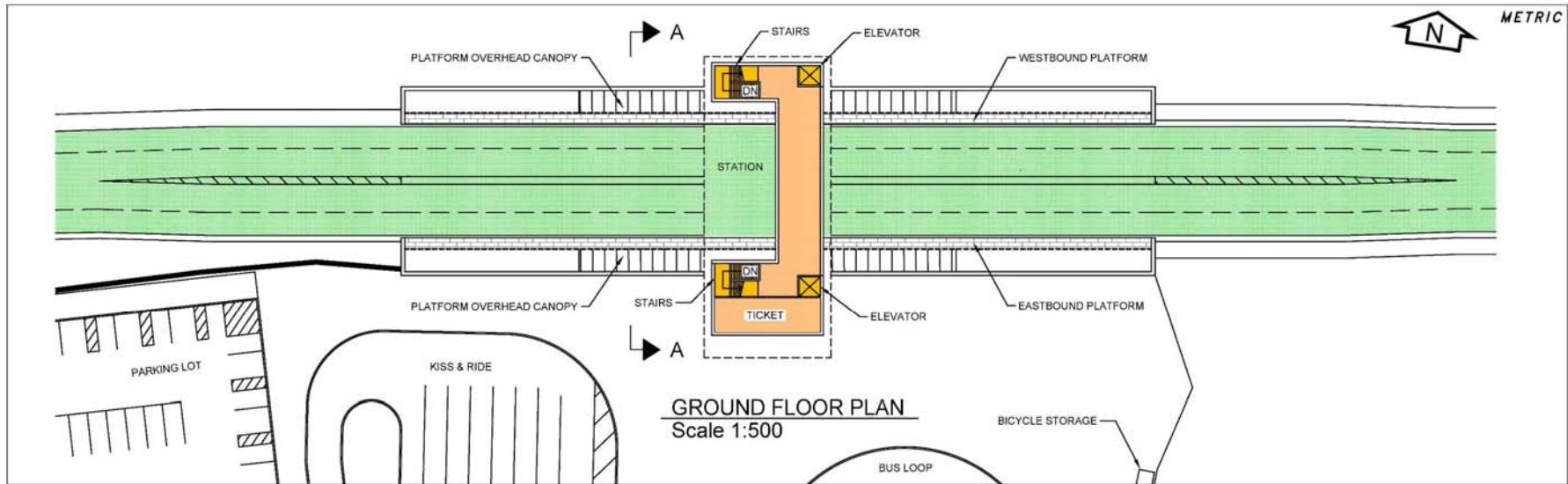
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	STORM WATER MANAGEMENT POND
	PROPERTY
	STREAM
	EXISTING VEGETATION
	POTENTIAL FUTURE PARKING EXPANSION

407 TRANSITWAY
EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET
BROCK ROAD
STATION
PLAN

PLATE
B-1
DATE

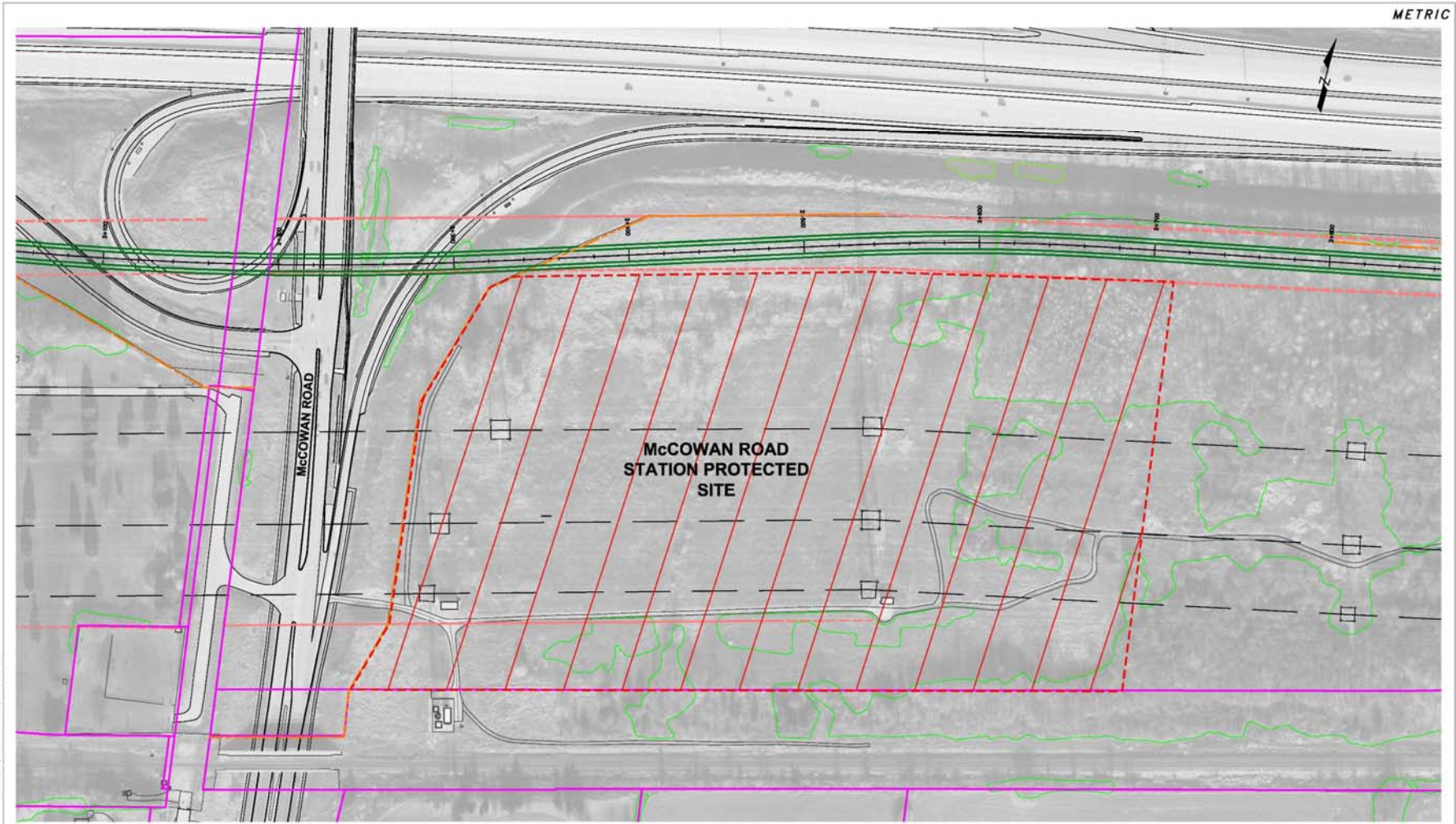
Sample Station Profile Plate



407 Transitway Station Profile Plate (M-2) - Rev. 01/2013
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 Date: 01/2013
 Scale: 1:500
 Author: [Name]
 Checker: [Name]
 Designer: [Name]

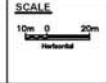
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Protected Sites McCowan Road



METRIC

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 DATE: 11/11/13
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LEGEND	
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	PROPERTY
	PROTECTED SITE
	UTILITY CORRIDOR
	EXISTING VEGETATION

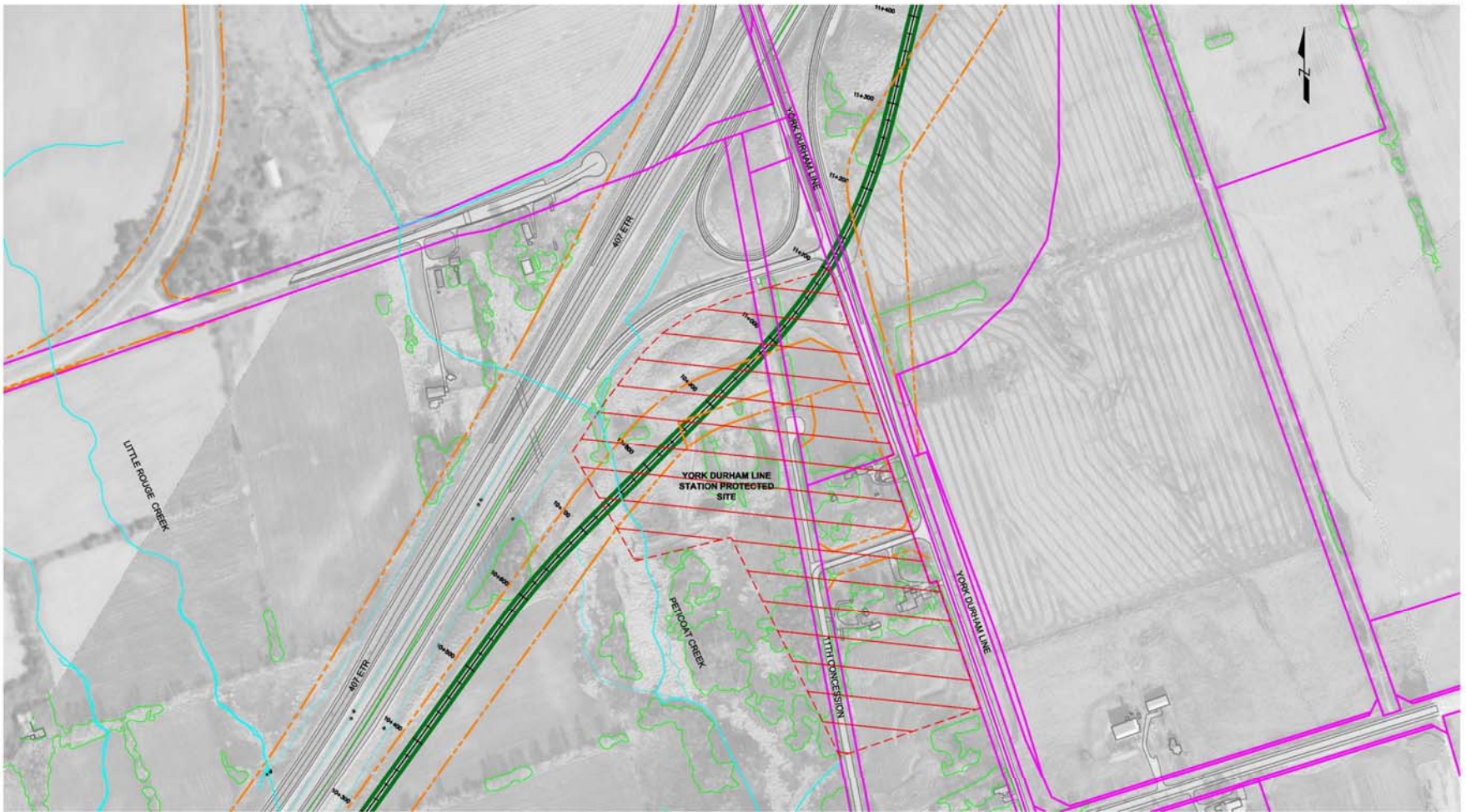
407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET	PLATE
McCowan Rd Station Site	Mc-1
	DATE

Protected Sites York Durham Line



METRIC



DRAWING NO. 132-00-03 CA 2013-E-0027
 PROJECT NO. 132-00-03 CA 2013-E-0027
 DRAWING NO. 132-00-03 CA 2013-E-0027
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PARSONS



LEGEND

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PROPERTY	STREAM
PROTECTED SITE	

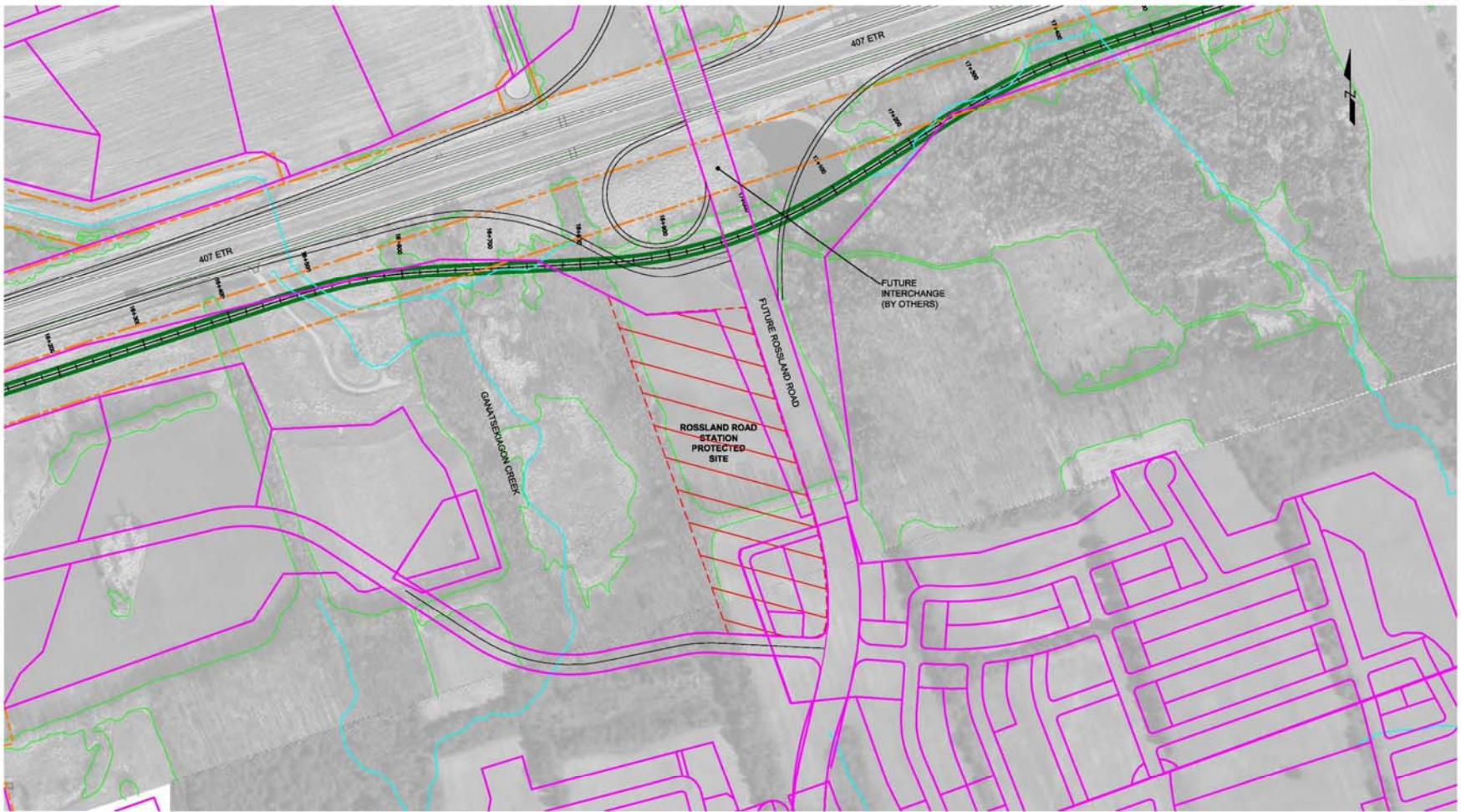
407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET	PLATE
YORK DURHAM LINE STATION SITE	YD-1
	DATE

Protected Sites Rossland Road



METRIC



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 DRAWING CHECKER: IBI GROUP
 DRAWING APPROVER: IBI GROUP
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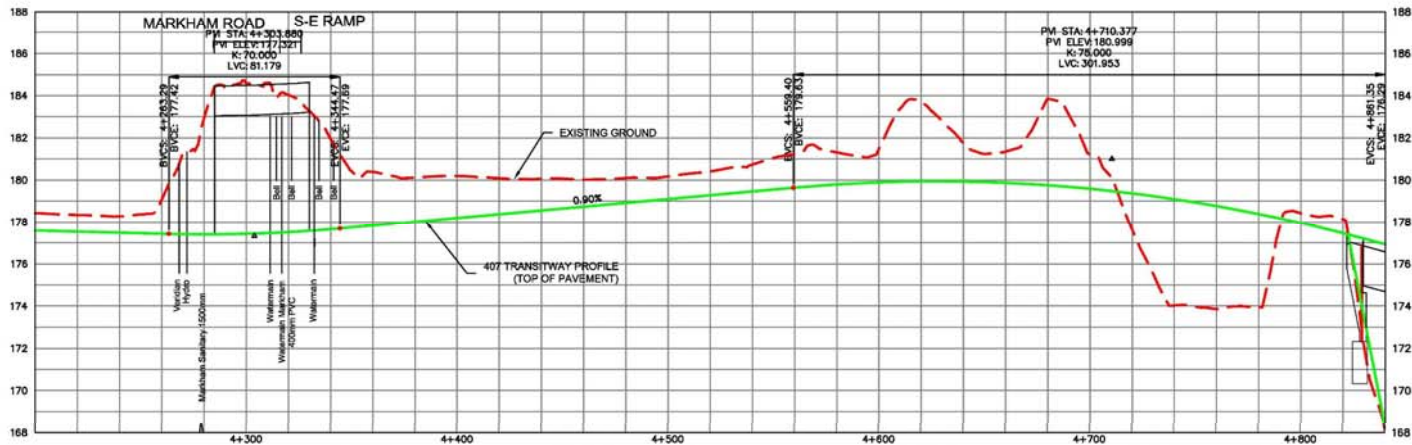
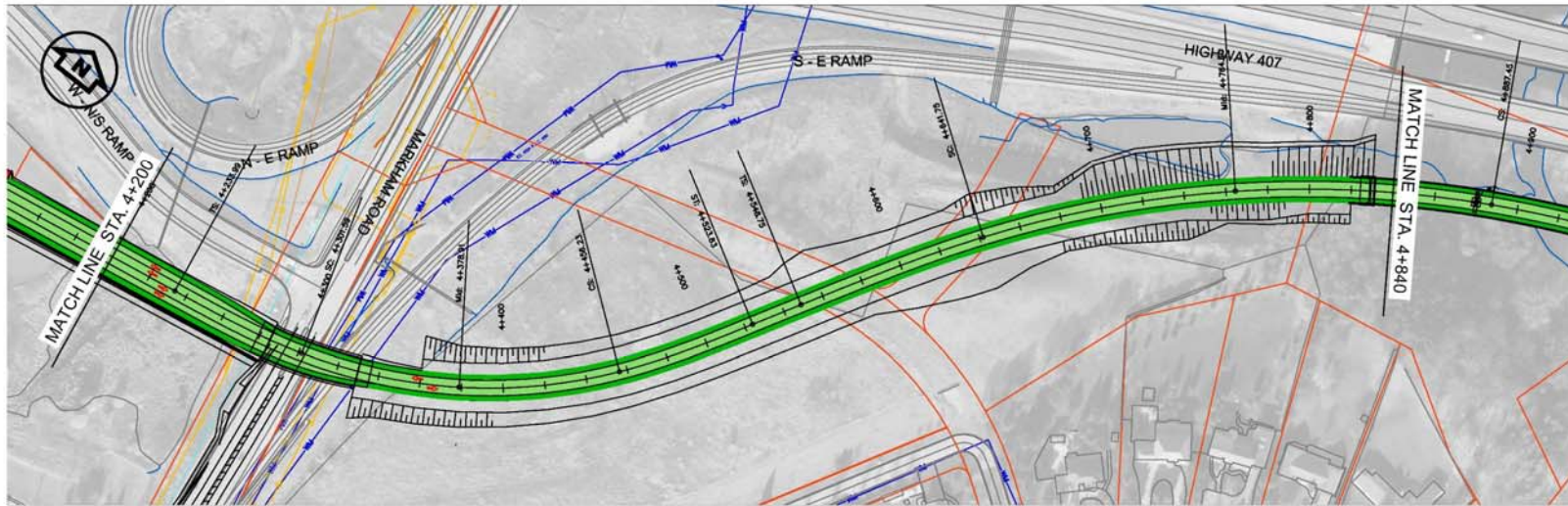


LEGEND	
	407 TRANSITWAY PROTECTED ROW
	PROPERTY
	PROTECTED SITE
	EXISTING VEGETATION
	STREAM

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET	PLATE
ROSSLAND RD STATION SITE	R-1
	DATE

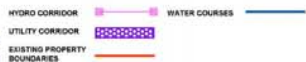
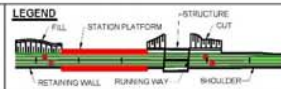
Typical Alignment Plate



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 PROJECT NO. 132-00-03 CA 2013-E-0027
 DATE: 2013-04-20



PARSONS

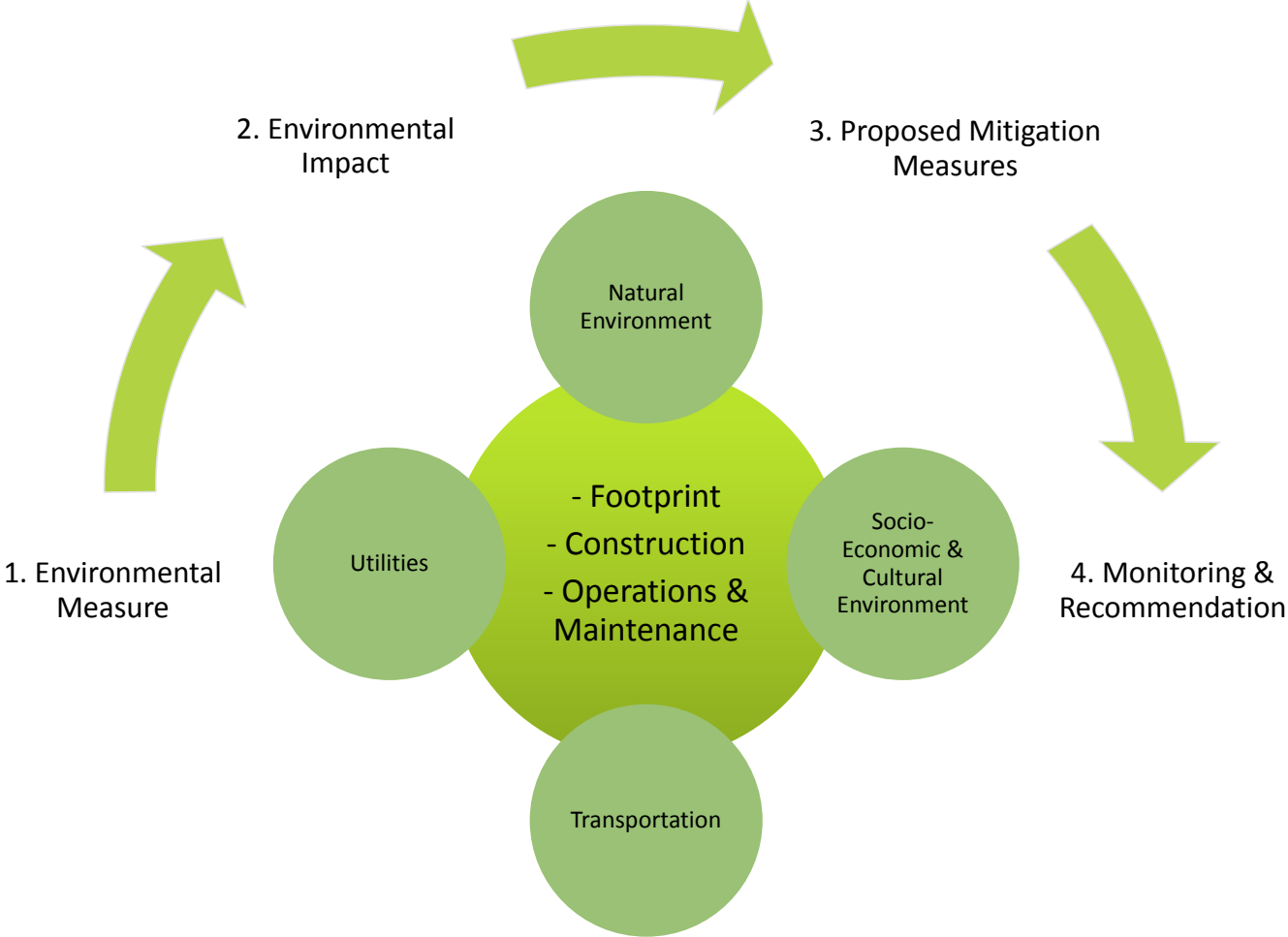


407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027
 STA 4+200 - STA 4+840

DRAWING SET
 ALIGNMENT
 PLAN & PROFILE

PLATE
07
 DATE
 2013/04/20

Environmental Assessment Approach & Methodology



Implementation

Potential Implementation Strategy



- Factors: Funding; Congestion on 407 ETR
1. Construct stations at key locations. ie: Markham Rd; Donald Cousens Pkwy; Brock Rd; while buses operate on 407 ETR.
 2. Construct runningway along future congested ETR segments. Ie: Kennedy Rd. Markham Rd.
 3. Construct remaining stations and runningway in response to ridership growth and traffic congestion



Questions?



PARSONS

407 TRANSITWAY – PLANNING & PRELIMINARY DESIGN
FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 13-20003, C.A. #2013-E-0027

MINUTES OF TRG MEETING #1

HELD ON: April 15, 2015 at 9:00 a.m.

HELD AT: Parsons Office, 625 Cochrane Drive, Markham
5th Floor North & South Boardrooms

PRESENT: Marija Ilic	of: City of Markham
Brian Lee	
Jeff Brooks	of: City of Pickering
Fiaz Jadoon	
Nadeem Zahoor	
Chris Leitch	of: Durham Region
Steve Mota	of: York Region
Malcolm Mackay	of: GO/Metrolinx
Bernard Au	
Barry McLaughlin	
Dragan Mrkela	of: 407 ETR
Jeff Booker	
David Schleihauf	of: York Region Transit
Maria Gatti	of: Transport Canada
Akeem Maginley	
Graham Martin	of: Infrastructure Ontario
Ash Kothiyal	
Graham DeRose	of: MTO
Larry Sarris	
Adrian Firmani	
Rina Kulathinal	
Gus Garron	of: Parsons
Khaled El Dalati	
Amy Munn	
Robb Minnes	
Chris Bishop	
Allan Ortlieb	of: IBI Group
Scott Johnston	
Sowel Kang	of: LGL Limited

PURPOSE: To provide the members of the Technical Resource Group (TRG) with a summarized description of the second part of the Environmental Project Report (EPR), including a description of the preferred solution, major environmental findings, and review of the consultation process and status of the project. Part 1 of the EPR was presented a year ago, in TRG 1.

No.	Item	Action
1.	<p><u>Introduction and Overview</u></p> <p>Material presented by the Project Team to the TRG members included slides referring to the following topics:</p> <ul style="list-style-type: none"> - Review of Transitway project scope and objectives - Project schedule - Consultation process - Field Investigations - Preferred alignment - Station design principles - Preferred station configurations - Implementation Strategy 	
2.	<p><u>General / Project Status</u></p> <p>Q1: Where are the project limits? Does it start east or west of Kennedy Road? A1: The project limits are just east of Kennedy Road.</p> <p>Q2: There is a potential conflict with train operations and other planning issues at Unionville. A2: MTO understands that planning work is ongoing in the Unionville - Kennedy Station area and will consider re-visiting the EA approved conclusions if changes are made to the other infrastructure and operation of the other transit modes in the area.</p>	
3.	<p><u>Stations</u></p> <p><i>Selected Stations: Markham Road; Ninth Line; Donald Cousens Parkway; Whites Road (Future); Brock Road.</i></p> <p>Q3: Concern expressed in regards to transit transfer users walking distance from bus stops on Markham Road and Markham station facilities. A3: Pedestrian walkway is being provided adjacent to the Transitway alignment resulting in a walking distance to the station platforms of 200m and 350m r from the southbound and northbound on street stops respectively.</p> <p>Q4: Are pedestrian connections being designed in the EPR? A4: The functional requirements are being specified in the EPR to be followed during the Detail Design phase. Provisions for pedestrian connections are being included in the station layouts.</p> <p>Q5: Current Right-in/out at the north end of Ninth Line Station is suggested to be maintained. A5: Agreed. This provision will be maintained.</p>	

No.	Item	Action
	<p><i>Comment on station site selection:</i> The Project Team informed that to relieve parking demand at Ninth Line, a station will be built between Donald Cousens Parkway and Reesor Road. Ridership sensitivity analysis indicates significant parking demand reductions at Ninth Line with the addition of the Donald Cousens Station.</p>	
<p>4.</p>	<p><u>Protected Sites</u></p> <p><i>Recommended Protected Sites: McCowan Road – protected for future parking site if required in case demand exceeds capacity at Markham Road and Ninth Line Stations; York/Durham Line – protected for potential environmental compensation measures; Rossland Road - protected for potential environmental compensation measures or temporary bus garage.</i></p> <p>Q6: What is the reason why York Durham is not being included in as a station location at this phase? A6: Ridership numbers are insignificant and do not justify a station facility at this location.</p> <p>Q7: Is York Durham being protected for potential seasonal use? A7: Yes. Potential future use of the site for environmental compensation measures is discussed in the EPR.</p> <p>Q8: What is the process whereby if the Rossland Road protected site would become a bus garage? A8: At this stage, the site is being protected either for environmental compensation measures, or for a temporary bus garage (until the Lakeridge facility is built). This is being described in the EPR to avoid separate EA's in case a bus facility is implemented on the site.</p> <p>Q9: Does IO own the lands at Rossland Road? A9: Yes</p> <p>Q10: Concerns about a bus garage being implemented on prestige employment lands. A10: A temporary bus garage is only a possibility. It is largely dependent on the implementation of the Transitway and the construction of a full interchange with 407 ETR at Rossland Road.</p>	
<p>5.</p>	<p><u>Implementation</u></p> <p>Q11: Issue noted with getting the buses on and off 407 ETR to arterial roads due to anticipated congestion on the interchanges, when buses operating on 407 ETR. A11: Interim treatments such as buss slip-offs from the 407 ETR ramps will be considered.</p> <p>Q12: Is it possible for Whites Road station be implemented first? A12: Brock Road is already in place which currently serves the north end of Pickering. For the Whites Road station to be implemented the Whites Road extension and the ETR Interchange will need to be in operation.</p>	

No.	Item	Action
	Q13: Is it possible for the Transitway to operate without the runningway? A13: Yes. Bus service is already operating in the form of GO buses on 407 ETR and existing carpool lots.	
6.	<u>Other Matters</u> Q14: What is the status of the EA process for the Hwy 400 to Hurontario Section of the Transitway? A14: Currently the project is in the planning phase and it is anticipated that the first TRG will take place during the Fall of 2016	

If there are any errors or omissions, please contact the undersigned.

Amy Munn

Minutes prepared by:
PARSONS

Public Information Centre (PIC) # 1

Public consultation is an essential part of the planning and design process. PIC # 1 will be held to present the planning assessment of the alignment and station location options. The PIC will be held at two different locations:

Date: April 15, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Road
Markham, Ontario L3P 3J3

Date: April 16, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Pickering Recreation Complex
Meeting Room B
1867 Valley Farm Road
Pickering, Ontario L1V 3Y7

You are encouraged to attend this PIC and to provide us with your views and concerns.

Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of *Ontario Regulation 231/08*. This material will be maintained on file for use during the study and may be included in study documentation.

PIC # 1 will be an informal drop-in format with display panels and other materials. Representatives from the Ministry of Transportation and their consultants will be on hand to answer any questions.

Contacts

Your input is important. If you have any questions or comments regarding this study or would like to be added to the study contact list, please contact one of the following:

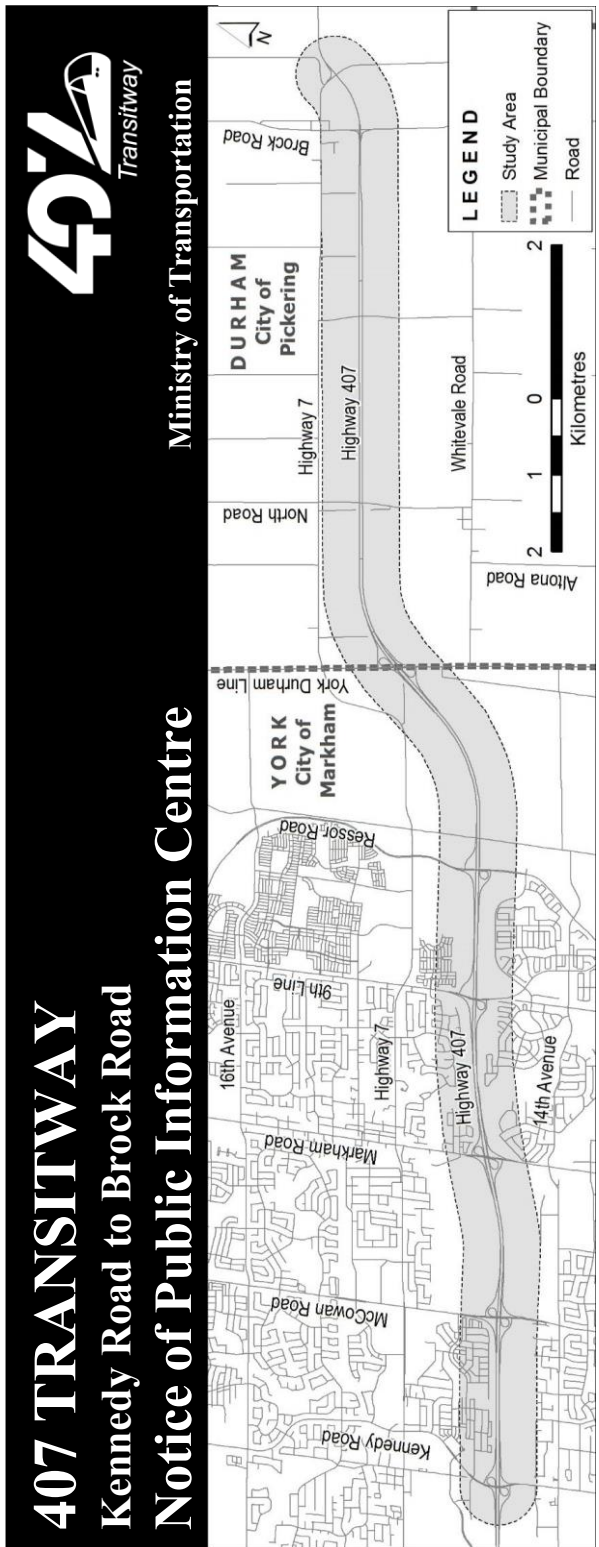
Tarita Diczki
Project Manager
Ministry of Transportation, Central Region
Building D, 1201 Wilson Avenue, 4th Floor
Toronto, Ontario, M3M 1J8
Tel: 416-235-5191
Fax: 416-235-3576
E-mail: tarita.diczki@ontario.ca

Larry Sarris
Environmental Planner
Ministry of Transportation, Central Region
Building D, 1201 Wilson Avenue, 3rd Floor
Toronto, Ontario, M3M 1J8
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Khaled El-Dalati, P.Eng.
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625 Cochrane Drive, Suite 500
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Fax: 905-943-0400
E-mail: khaled.eldalati@parsons.com

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Comments would be appreciated by
May 15, 2015.



Introduction

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 18 km segment of a transitway facility located along the Highway 407 corridor through Markham and Pickering, from Kennedy Road to Brock Road (407 Transitway). The 407 Transitway includes a two-lane, dedicated runningway with stations located at select north-south arterial roads. Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 18 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

Transit Project Assessment Process

MTO is carrying out the Planning Study for the 407 Transitway prior to initiating the Transit Project Assessment Process (TPAP) as prescribed in the *Ontario Regulation 231/08, Transit Project and Metrolinx Undertakings*, with the opportunity for public input throughout.

The Notice of Commencement for the formal Transit Project Assessment Process and future PIC will be published in local newspapers.

Planning Study

The Planning Study includes a review of existing environmental conditions, an examination of potential alignments and station locations, and identification of a technically preferred alignment and station locations. The results of this Planning Study are being presented at PIC # 1.

Preliminary Design Study

Following the Planning Study, the preliminary design of the technically preferred alignment and stations will be developed. Assessment of environmental impacts and mitigation measures will be identified during the Preliminary Design Study, and the TPAP will be initiated.

Next Steps

Input received from external agencies and the public at this PIC will be reviewed and incorporated into the study, where appropriate. The preferred alignment and station locations will be used to generate the horizontal and vertical alignments and station configurations for evaluation.

During the Preliminary Design Phase, the TPAP will be initiated and an Environmental Project Report (EPR) will be prepared documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures. This EPR will be made available for a 30-day public review period. A notification of the EPR submission will be published in the local newspapers. A second PIC will be held during the TPAP.

Comments

Your input is important. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the persons listed under Contacts.

Please visit the project website at www.407transitway.com for any project updates.

Freedom of Information and Protection of Privacy Act

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

407 TRANSITWAY

KENNEDY ROAD TO BROCK ROAD

PUBLIC INFORMATION CENTRE #1



MARKHAM PUBLIC INFORMATION CENTRE

Date: April 15, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Rd
Markham, Ontario L3P 3J3

PICKERING PUBLIC INFORMATION CENTRE

Date: April 16, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Pickering Recreation Complex
Meeting Room B
1867 Valley Farm Rd
Pickering, Ontario L1V 3Y7

PROJECT WEBSITE: 407Transitway.com



- Introduce the 407 Transitway project to the public
- Present alignment alternatives
- Present station alternatives, and initial recommendations
- Present evaluation criteria and methodology
- Obtain feed-back from the public

• How can you comment?

- Fill out a comment sheet
- Place a post-it with comments on any of the presentation boards



Comments would be appreciated by May 15, 2015

Project Website: 407Transitway.com

What is the 407 Transitway?



- Exclusive corridor, fully grade separated rapid transit (Bus Rapid Transit or Light Rail Transit) parallel to Highway 407
- The 407 Transitway will connect Burlington to Oshawa with a length of 150 km with up to 50 surface stations
- Current project limits are Kennedy Road to Brock Road spanning a total distance 18 km with 4 to 8 stations
- Highway 400 to Kennedy Road (Central Section) has Environmental Assessment approval
- Brock Road to Highway 35/115 has Environmental Assessment approval



Ottawa BRT

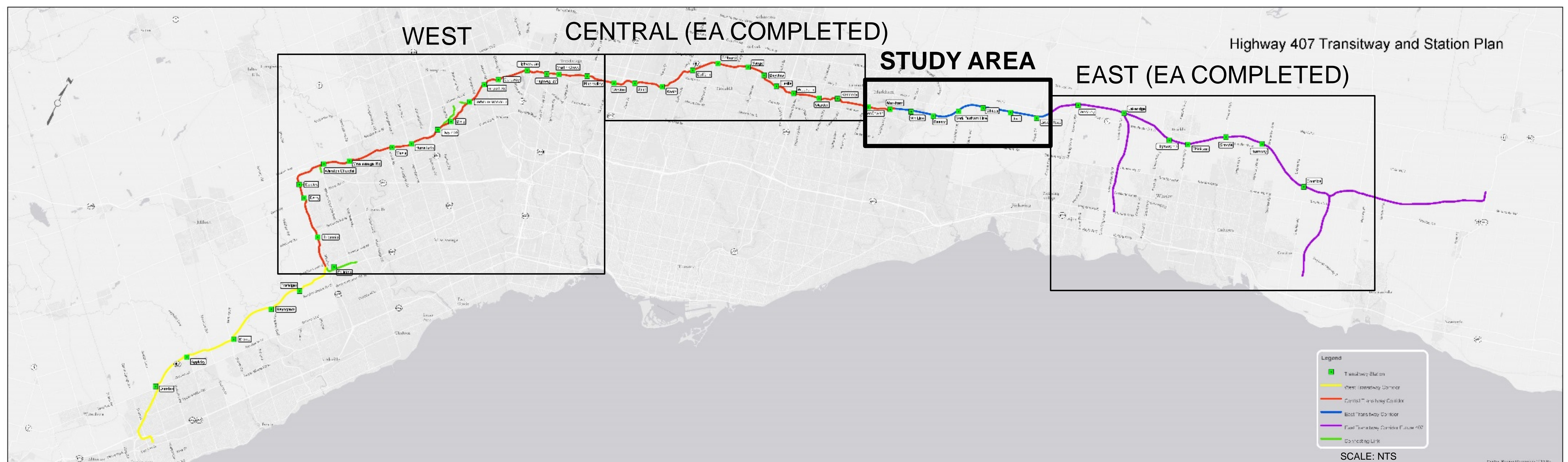


407 Transitway Central Section Rendering

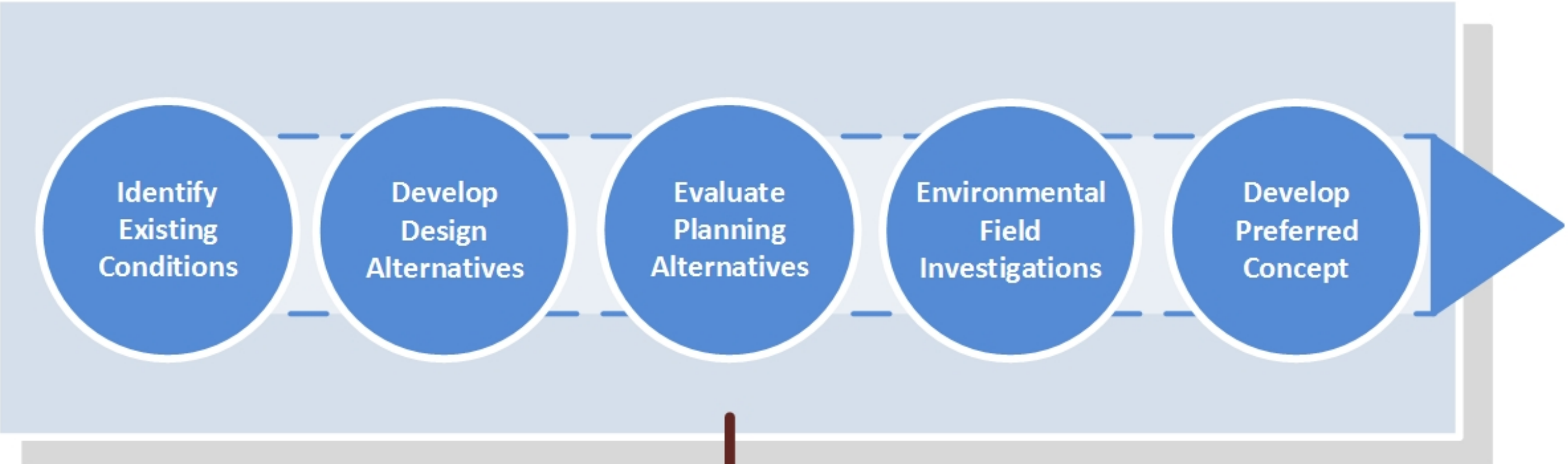
Study Objectives – Need & Justification



- Enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand
- Offer a viable, cost-effective way of moving people in the Highway 407 corridor
- Improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other nodes of high demand, such as: Vaughan City Centre, Richmond Hill Centre and Markham Centre, future Seaton Development, York University, Humber College, University of Ontario Institute of Technology, Durham College, Pearson International Airport, potential future Pickering Airport
- Improve integration with regional transportation network – connection to Spadina Subway, future Yonge Subway, GO Milton; Barrie, Richmond Hill and Stouffville rail lines; Peel, York and Durham Transit.
- Reduce automobile dependence and green house gas emissions
- Identify land protection requirements for Transitway infrastructure



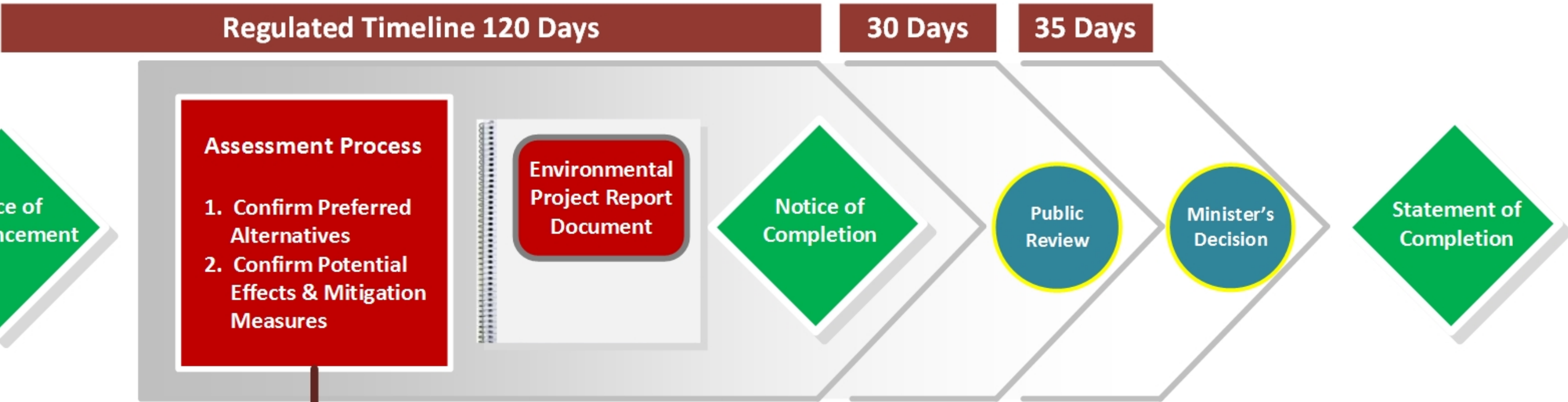
Step 1 Planning Stage



Public Information Centre 1

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WE ARE HERE

Step 2 Transit Project & Metrolinx Undertaking (Environmental Assessment)



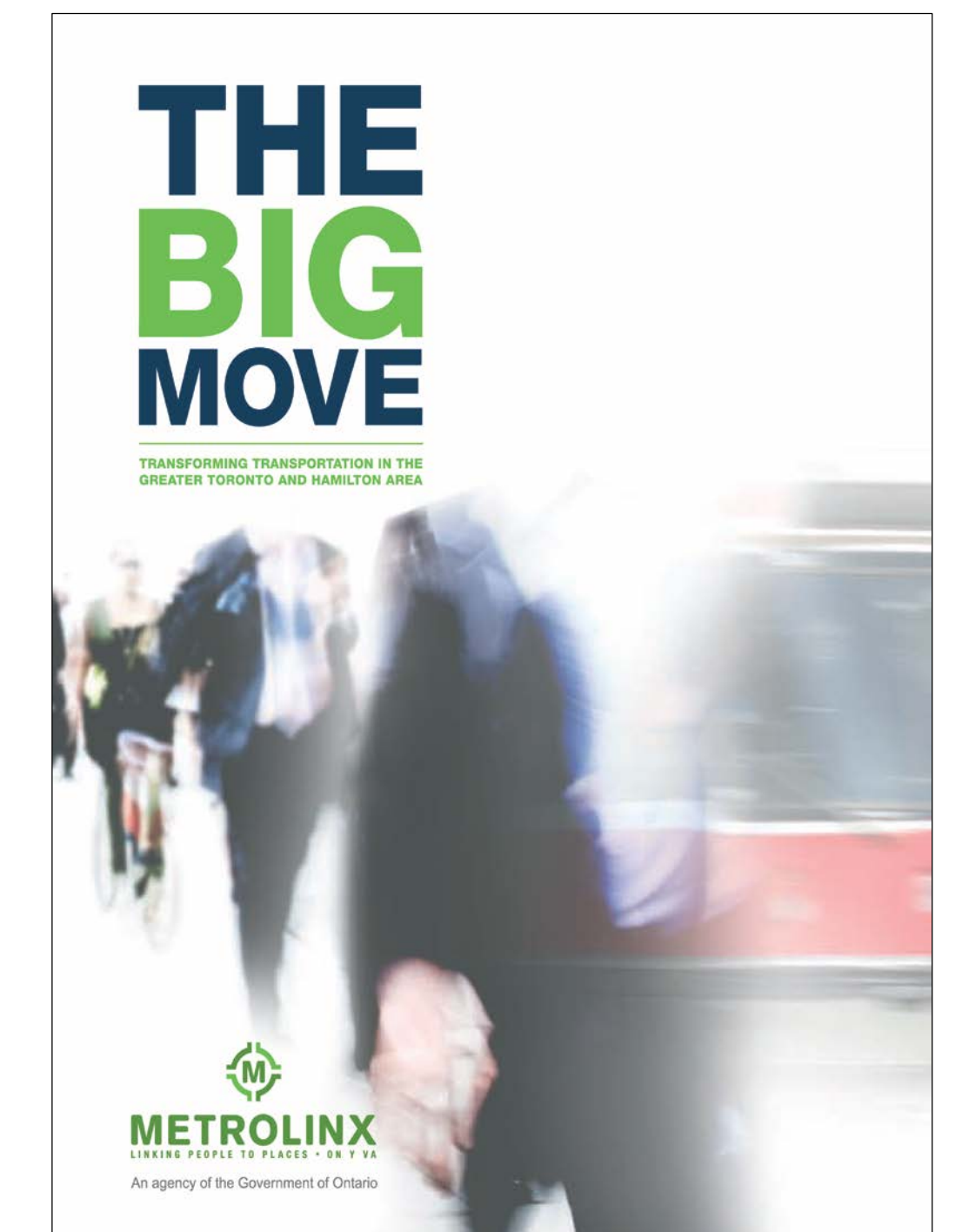
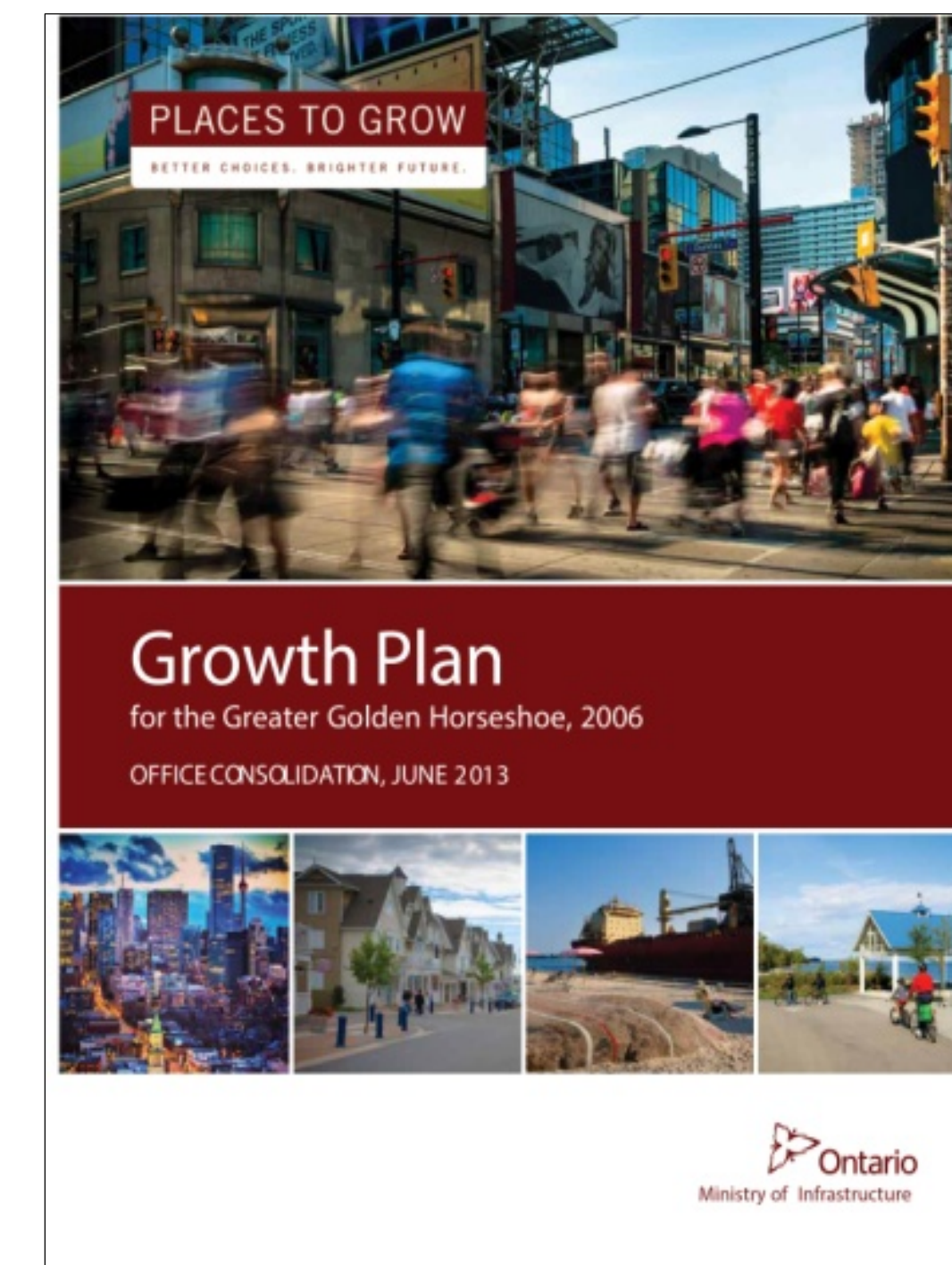
Public Information Centre 2



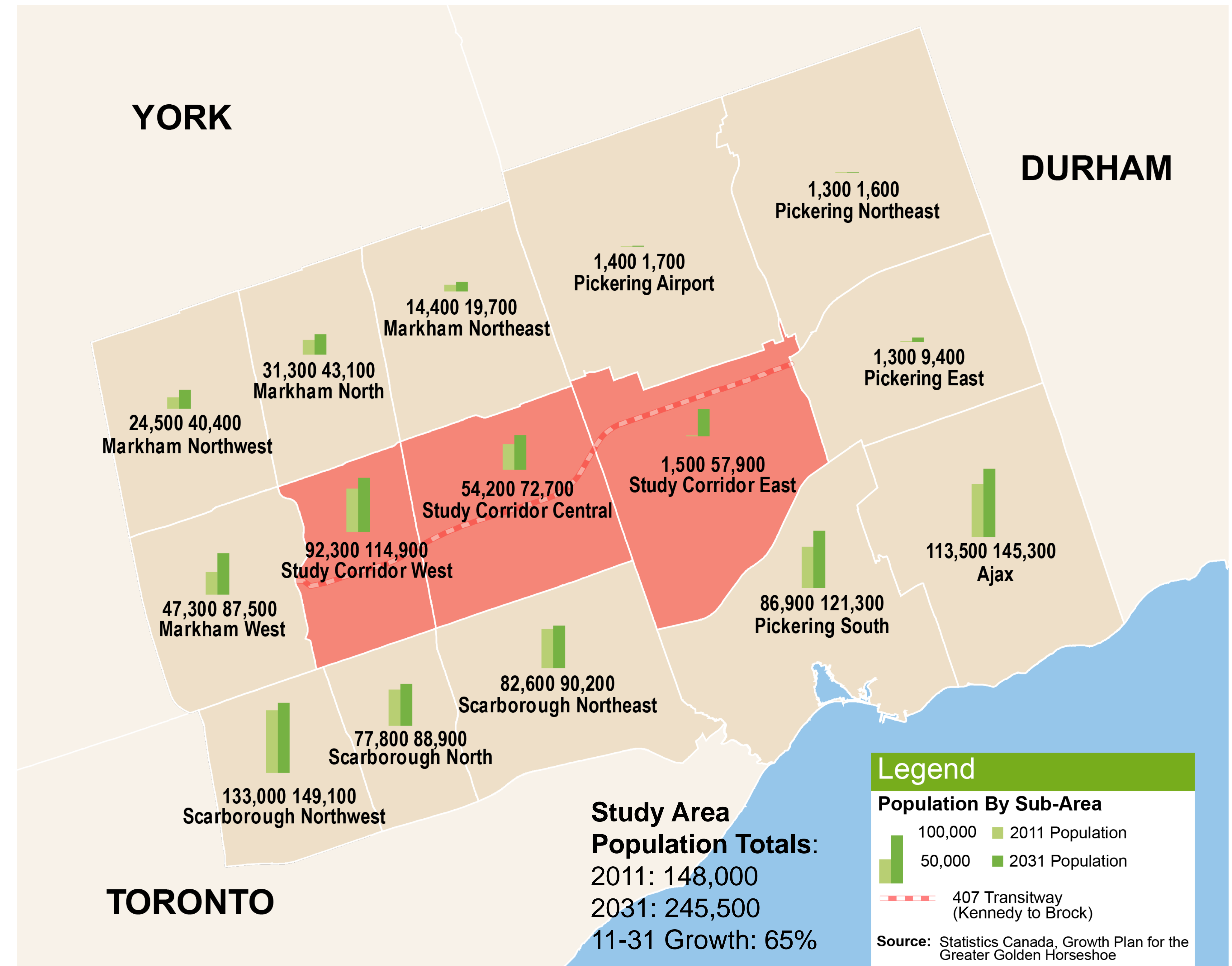
What is Driving This Study?

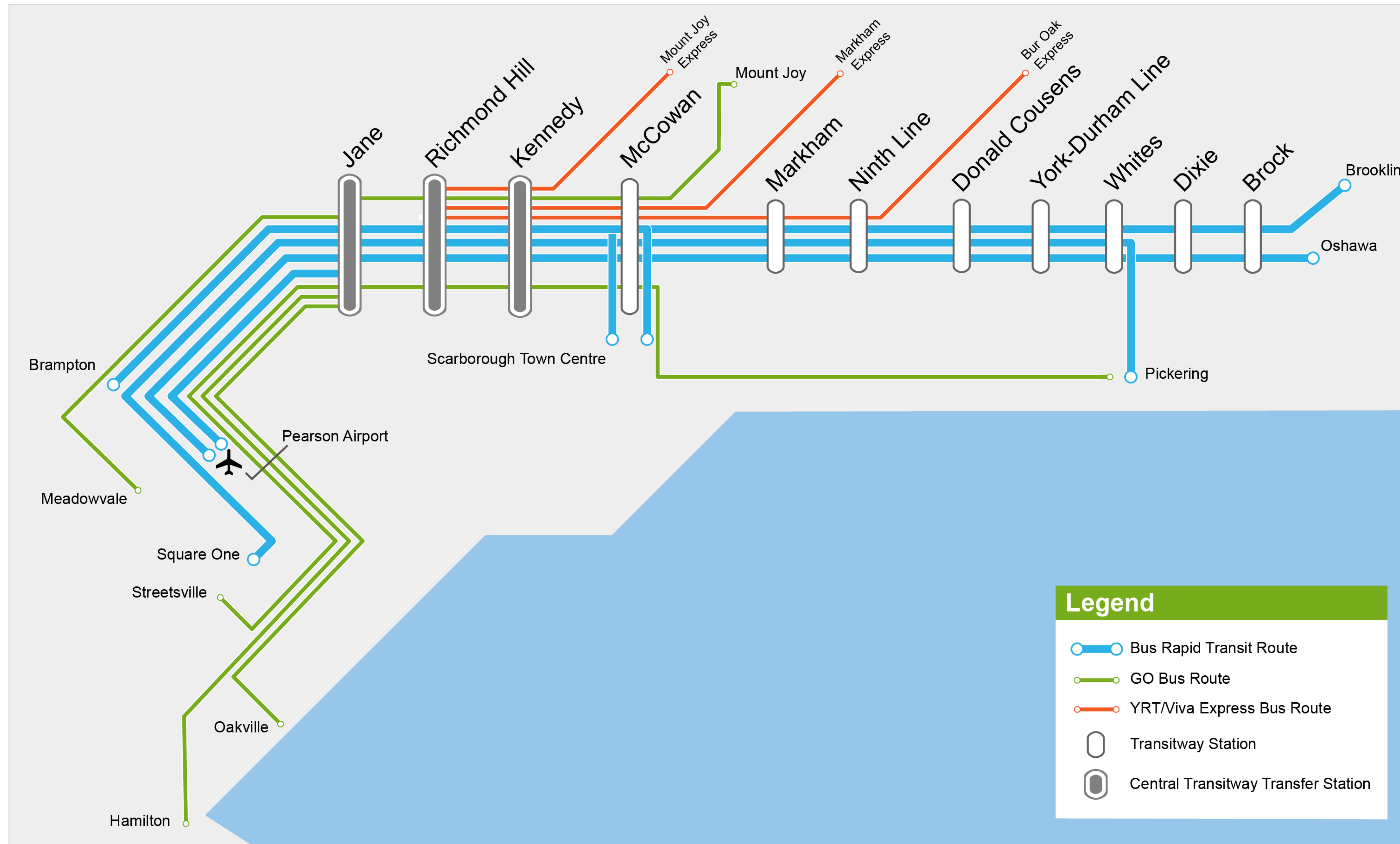


- Rapid transit on the 407 Transitway will support Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) policies
- The 407 Transitway was identified in *The Metrolinx Big Move Plan* as a critical component of the regional transportation network connecting Durham, York, Peel and Halton Regions
- *The Metrolinx Big Move Plan* calls for rail service on the Canadian Pacific Railroad (CPR) Havelock Corridor which would create a transit hub in Northern Pickering at the intersection of Highway 407 and this future rail line
- A number of emerging developments in Durham and York Region will support base ridership and benefit from rapid transit service including:
 - The Seaton Community in Northern Pickering which is anticipated to add 30,000 jobs and 70,000 residents
 - A future York University campus in Markham with projected enrollment of 10,000-20,000 students
 - The proposed Pickering Airport which is directly adjacent to the 407 Transitway
 - Residential and employment development that will occur along the future Highway 407 East from Brock Road to Highway 35/115



- From 2011 to 2031, Durham Region is projected to add over 345,000 people and 115,000 jobs
- Over the same period, York Region is projected to grow by 520,000 people and 250,000 jobs
- Trends will create jobs-worker imbalance in Durham and more out-commuting as up to 55,000 new Durham workers will travel to work in other municipalities - mainly York Region and Toronto
- Congestion is projected to increase significantly and planned road expansions alone may not support growth or increases in travel demand
- High quality rapid transit will serve future travel patterns and provide a range of mobility choices to support the needs of future residents and *Growth Plan* policies





Schematic Service Diagram

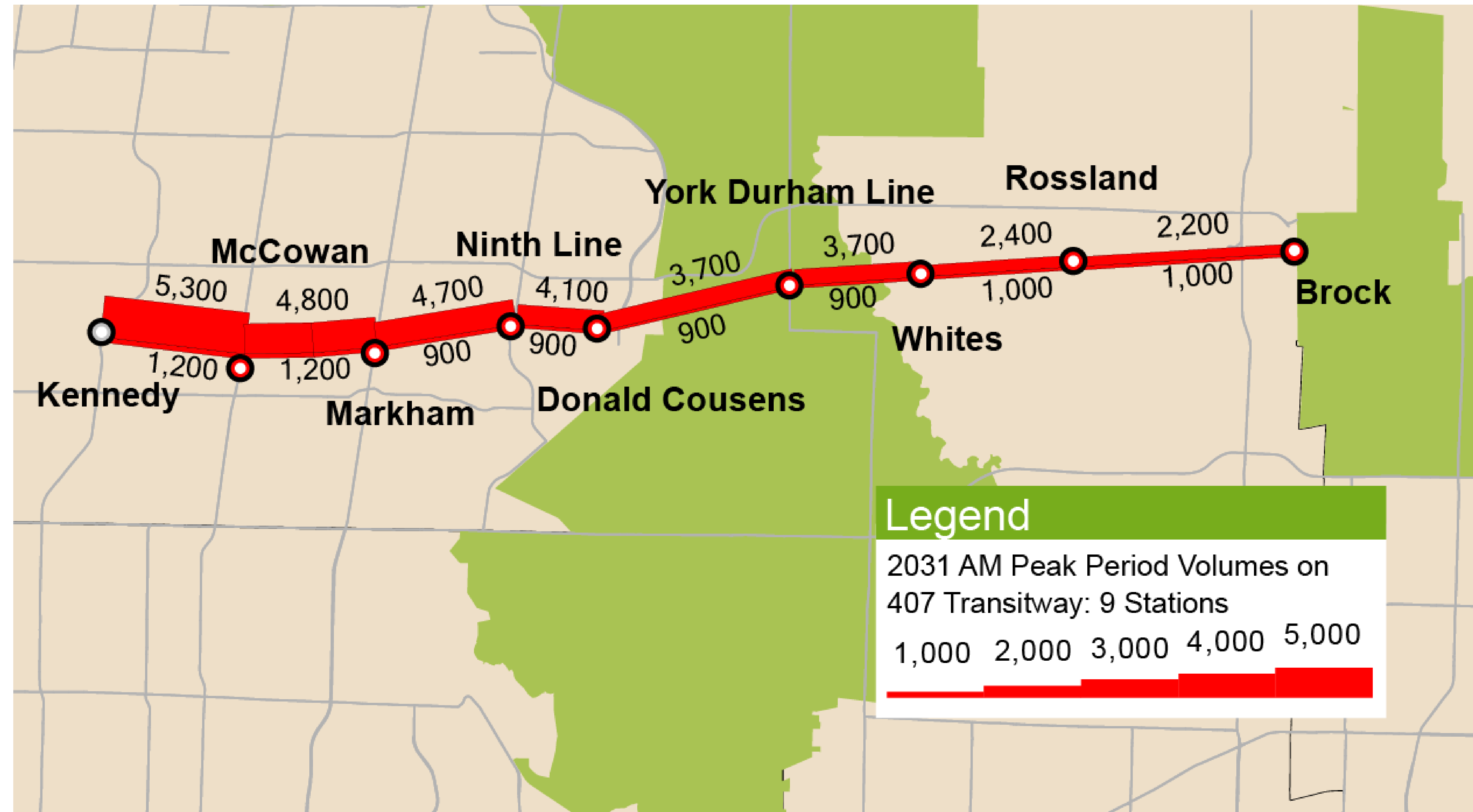
- **Spine services** – services that operate exclusively on the Transitway, including express routes
- **No-transfer services** – designed to provide ‘no transfer’ rides between major nodes or residential areas. Routes include portions both on and off the Transitway (interlining service)
- Average speed (including station stop time) of 50-85 km/h, depending on type of route (stop at all stations, semi-express, or express)

2051 AM projected Peak Period Ridership



Projected Ridership on the Kennedy Road to Brock Road 407 Transitway - 2031 AM Peak Period (3 hours)

- 7,500 total boardings
- Westbound peak load of 5,300 entering Kennedy Station
- 80% of passengers traveling westbound during morning commute hours
- This section of the Transitway has a high reliance on park-and-ride and interlining (no-transfer) services



Existing Conditions within the Study Area Based on Available Information

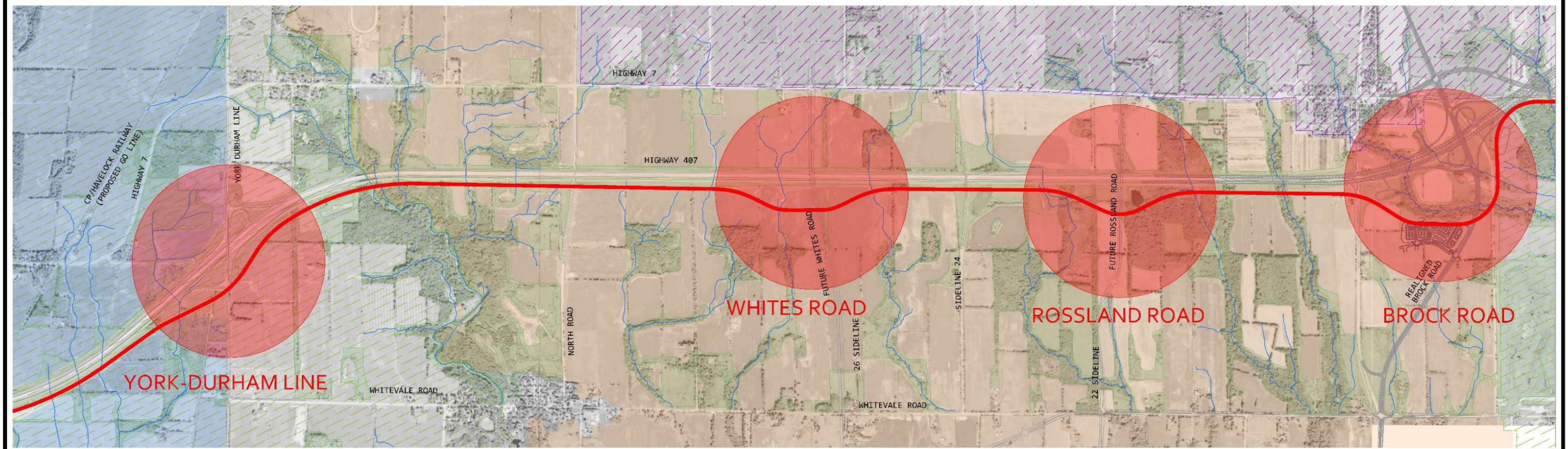
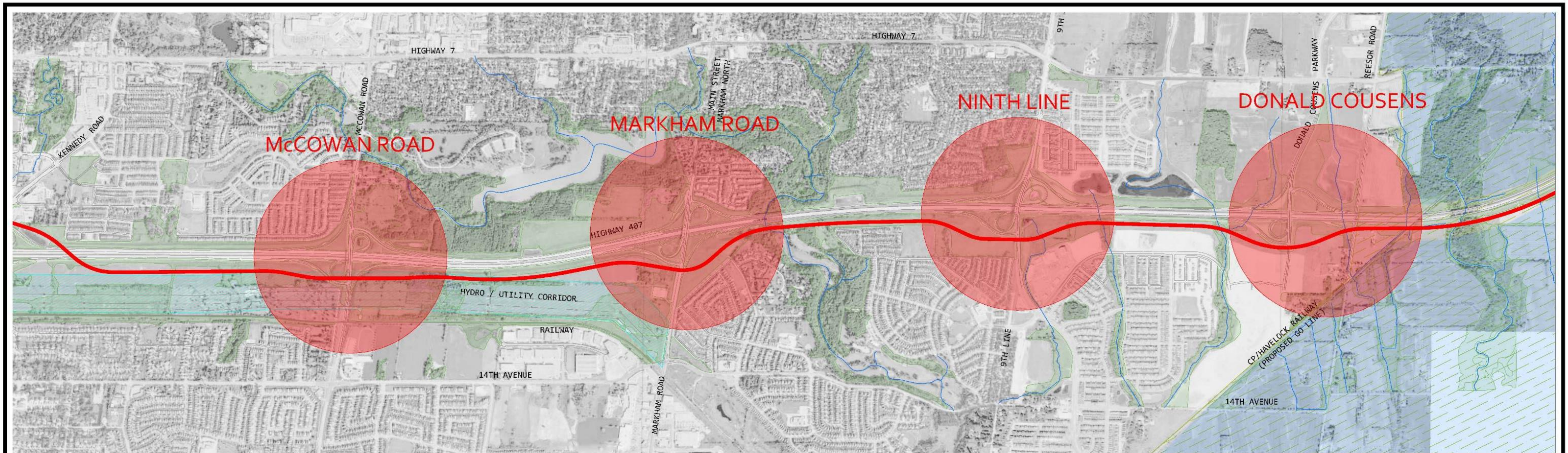
- 3 watersheds – Rouge River, Petticoat Creek and Duffins Creek
- 27 watercourse crossings
- Endangered or Threatened Species – potential for Redside Dace, Bobolink, Eastern Meadowlark, Chimney Swift, Barn Swallow, Butternut
- No presence of *Area of Natural and Scientific Interest (ANSI)* or *Environmental Significant/Sensitive Area (ESA)*

Environmental Field Investigation, Impact Assessment and Mitigation Measures to Occur in 2015

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology



Transitway Corridor and Candidate Station Nodes



Any Num March 27, 2015
 J:\TOUR\4022-407 Transitway Phase 2\TIS General\02 - Drawing\01 - CAD\Key Map - Node Locations 2015.01.21.dwg

PARSONS **IBI**

LEGEND

ROUGE PARKLANDS	PROPOSED SEASON DEVELOPMENT NEIGHBOURHOODS	PROPOSED ALIGNMENT AND STATIONS	CREEKS
GREEN BELT	HYDRO CORRIDOR	NATURAL COVER	PICKERING AIRPORT SITE

407 TRANSITWAY - KENNEDY RD TO BROCK RD

INITIAL SCREENING OF SITES

- LAND AVAILABILITY
- MAJOR ENVIRONMENTAL CONSTRAINTS
- ACCESS FEASIBILITY
- **OUTCOME: IDENTIFICATION OF FEASIBLE SITES**

ASSESSMENT OF FEASIBLE SITES

- INITIAL ENVIRONMENTAL CONSIDERATIONS
- SERVICE QUALITY AND INFRASTRUCTURE NEEDS ASSESSMENT
- CONSTRUCTABILITY ASSESSMENT
- HIGH LEVEL COST ASSESSMENT
- CONSULTATION WITH STAKEHOLDERS
- **OUTCOME: IDENTIFICATION OF PREFERRED SITES**

ASSESSMENT OF PREFERRED SITES

- RIDERSHIP SENSITIVITY ANALYSIS
- ASSESSMENT OF MUNICIPAL FUTURE PLANS
- CONSULTATION WITH STAKEHOLDERS
- CONSULTATION WITH PUBLIC (PIC #1)
- REVIEW ALTERNATIVE EVALUATION
- **OUTCOME: SELECTION OF RECOMMENDED SITES**

 **WE ARE HERE**

CONFIRMATION OF RECOMMENDED SITES

- DETAILED ENVIRONMENTAL FIELD INVESTIGATION (IMPACTS ASSESSMENT / MITIGATION)
- DESIGN REFINEMENT
- CONSULTATION WITH STAKEHOLDERS
- CONSULTATION WITH PUBLIC (PIC #2)
- **OUTCOME: CONFIRMATION OF RECOMMENDED SITES**

ENVIRONMENT

NATURAL



- TERRESTRIAL & AQUATIC ECOSYSTEMS
- CONTAMINATION & AIR QUALITY
- HYDROLOGY, GEOLOGY AND HYDROGEOLOGY
- SPECIES/HABITAT AT RISK

SOCIAL



- PROPERTY
- NOISE SENSITIVE AREAS
- CONSTRUCTION STAGING IMPACTS
- LAND USE COMPATIBLE WITH PROVINCIAL AND MUNICIPAL PLANS AND POLICIES

CULTURAL



- ARCHAEOLOGICAL POTENTIAL
- IMPACTS TO BUILT HERITAGE FEATURES AND CULTURALLY SIGNIFICANT LANDSCAPES

SERVICE QUALITY AND INFRASTRUCTURE

TRANSITWAY OPERATION



- TRANSITWAY ALIGNMENT
- EASE OF STAGED IMPLEMENTATION

ACCESSIBILITY



- PEDESTRIAN & CYCLING CONNECTIVITY
- VEHICLE CONNECTIVITY
- TRANSIT CONNECTIVITY
- SUITABLE FOR STAGED DEVELOPMENT
- MEETS DESIGN STANDARDS

SITE AREA



- SIZE AND SHAPE
- ABILITY TO OPTIMIZE FACILITY LAYOUT AND FUNCTIONALITY
- AREA FOR SURFACE EXPANSION

CONSTRUCTABILITY



- DISRUPTION TO TRAFFIC
- MAJOR UTILITY RELOCATION

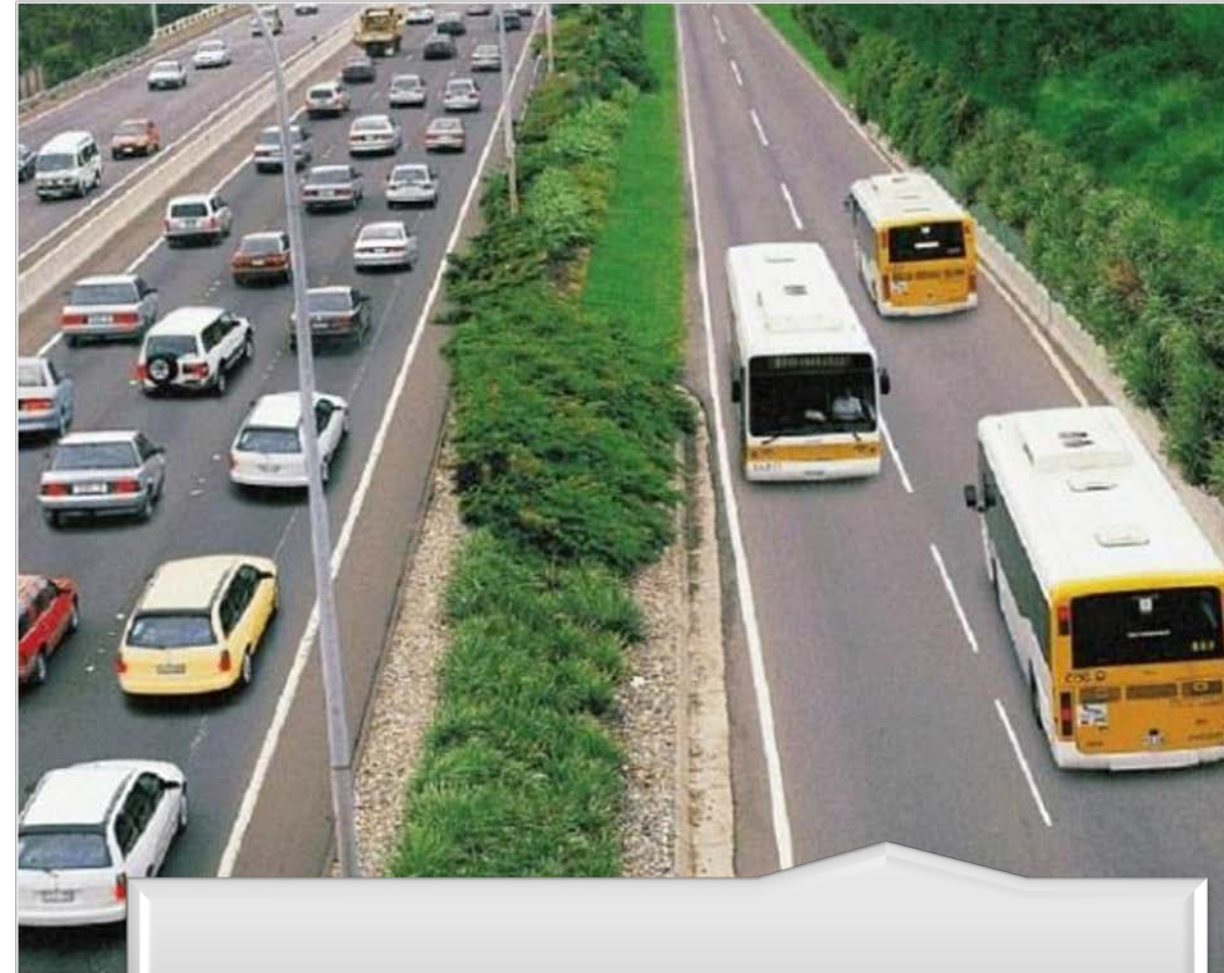
COST

CAPITAL CONSTRUCTION COSTS



- IMPLEMENTATION COST

Typical Station Elements



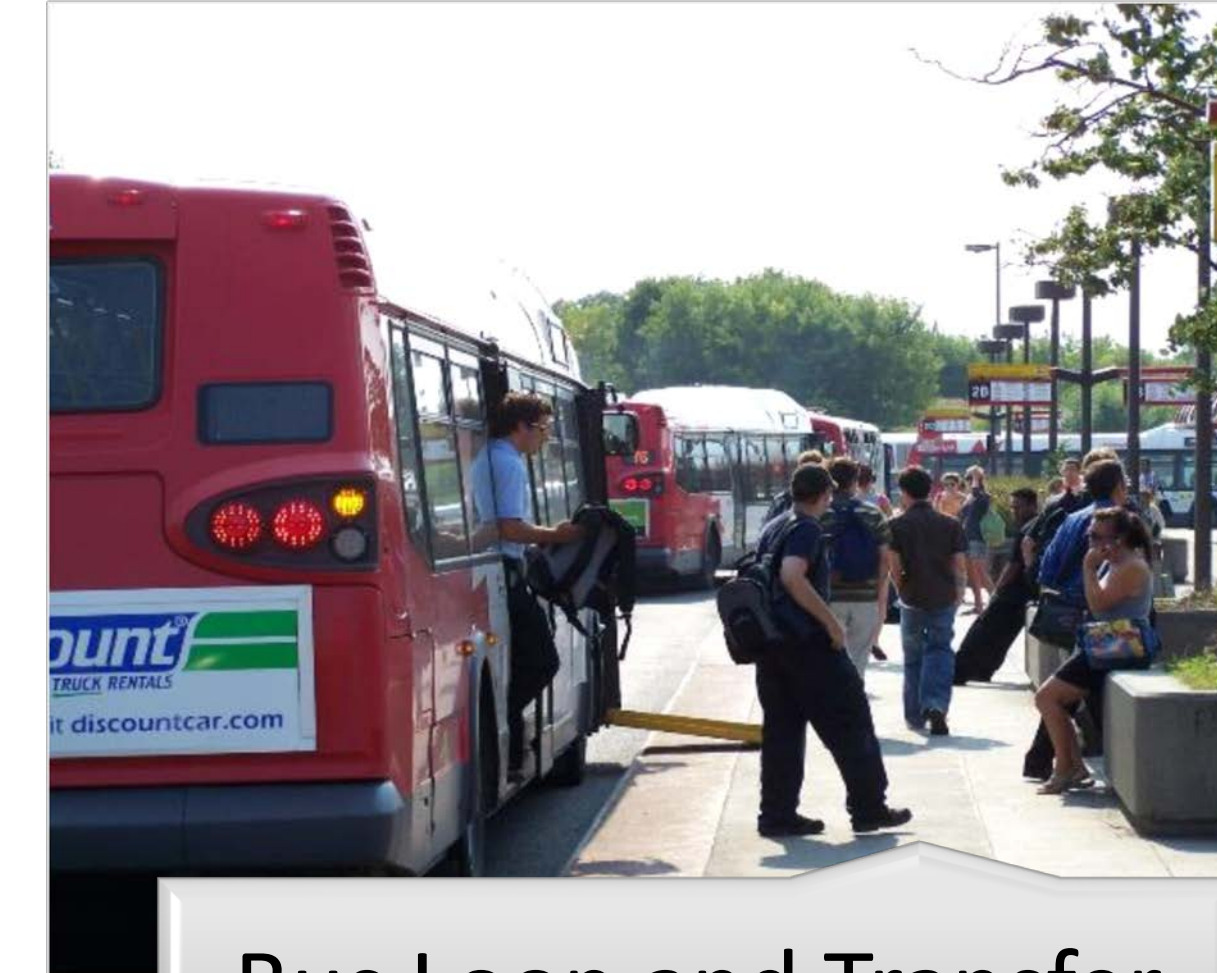
Runningway



Platforms



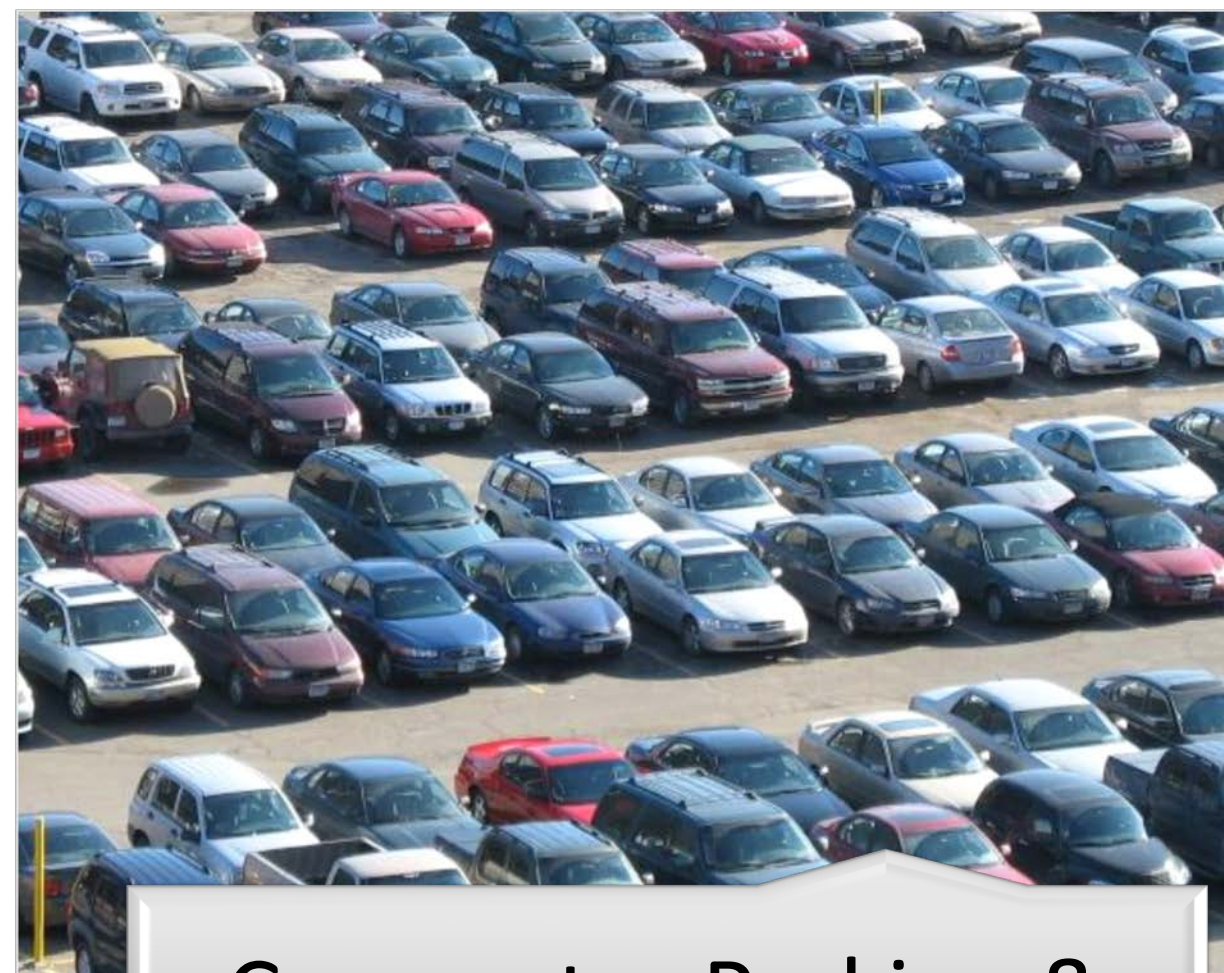
Pedestrian Connections
(Bridges & Walkways)



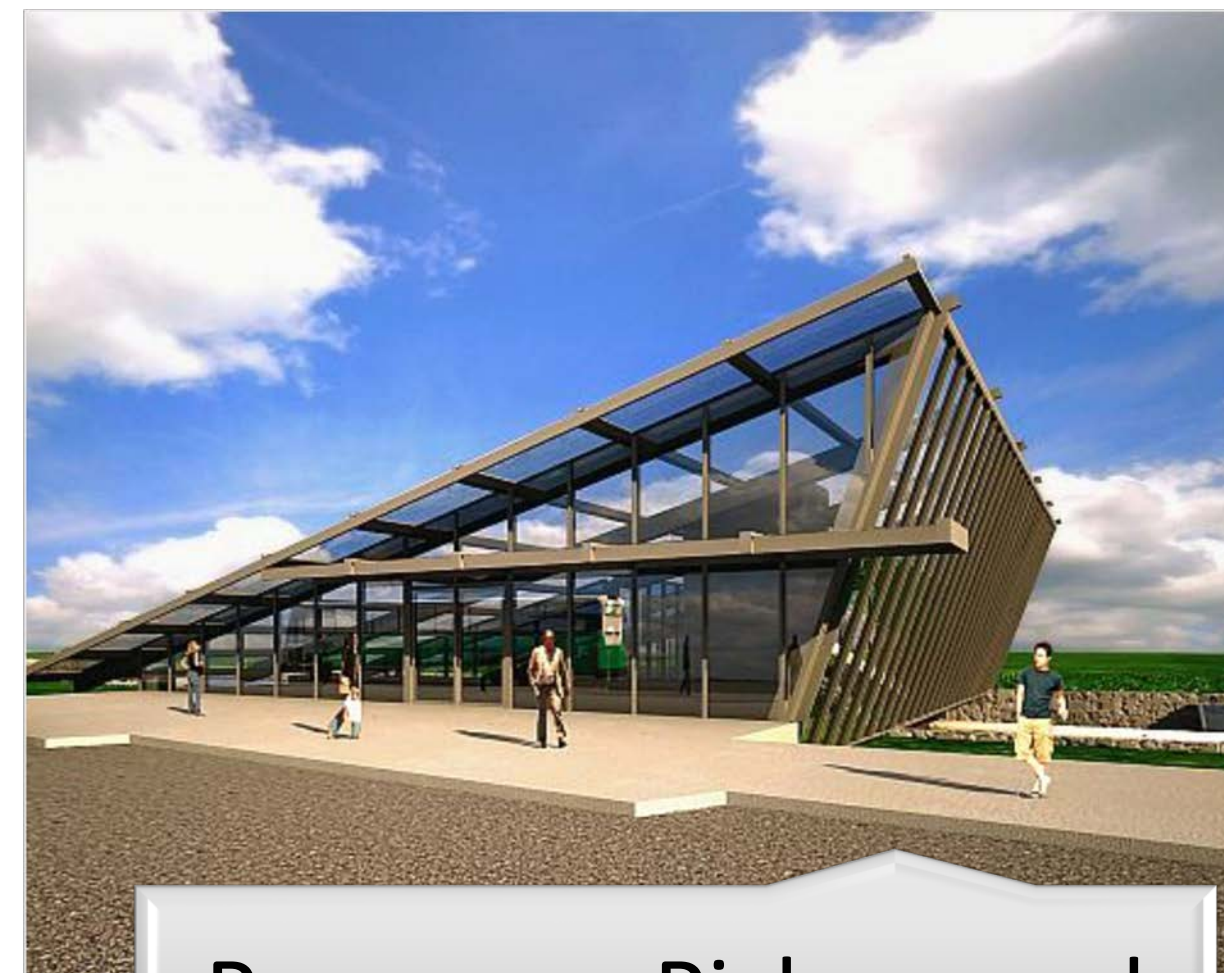
Bus Loop and Transfer
Area



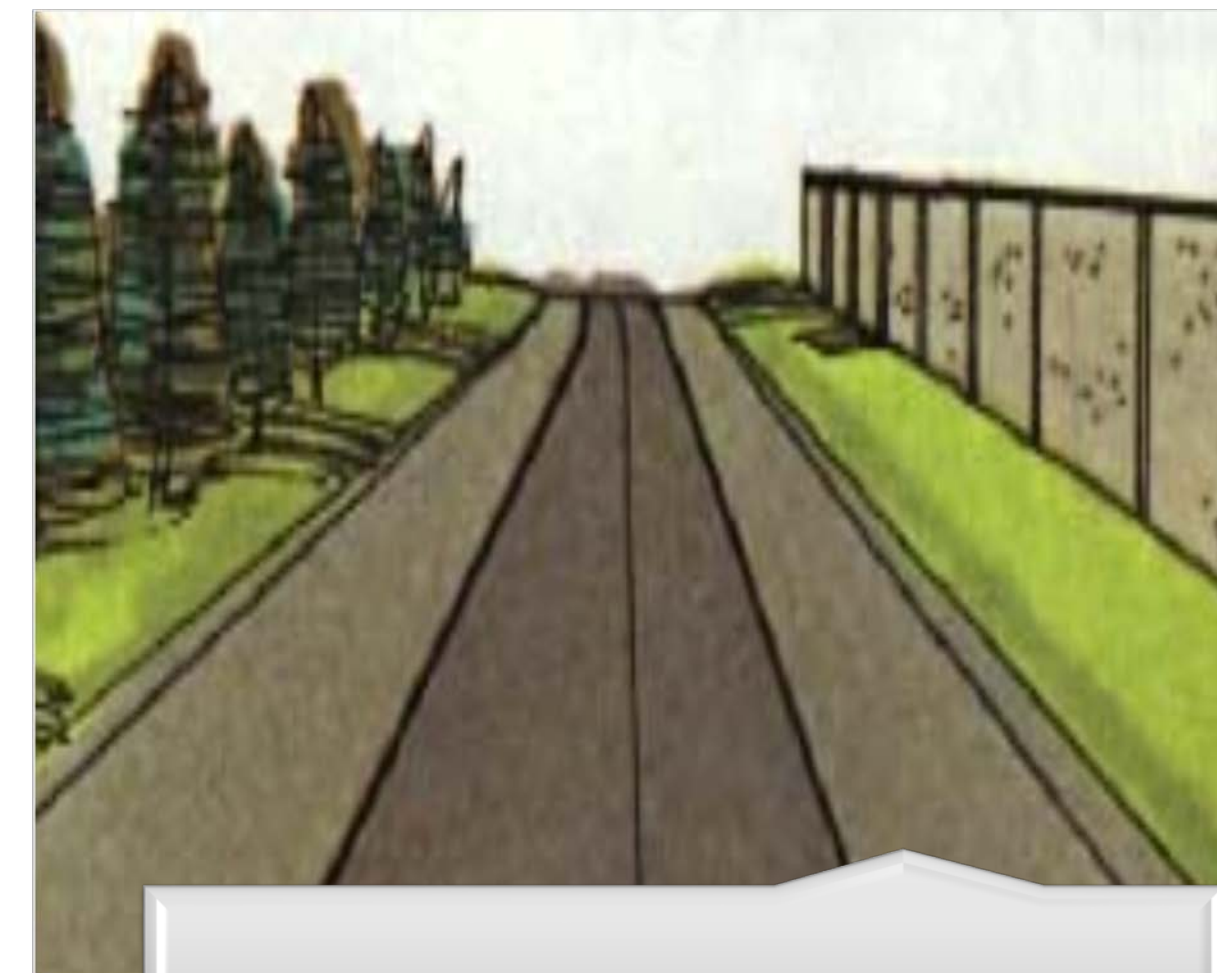
Bicycle Parking



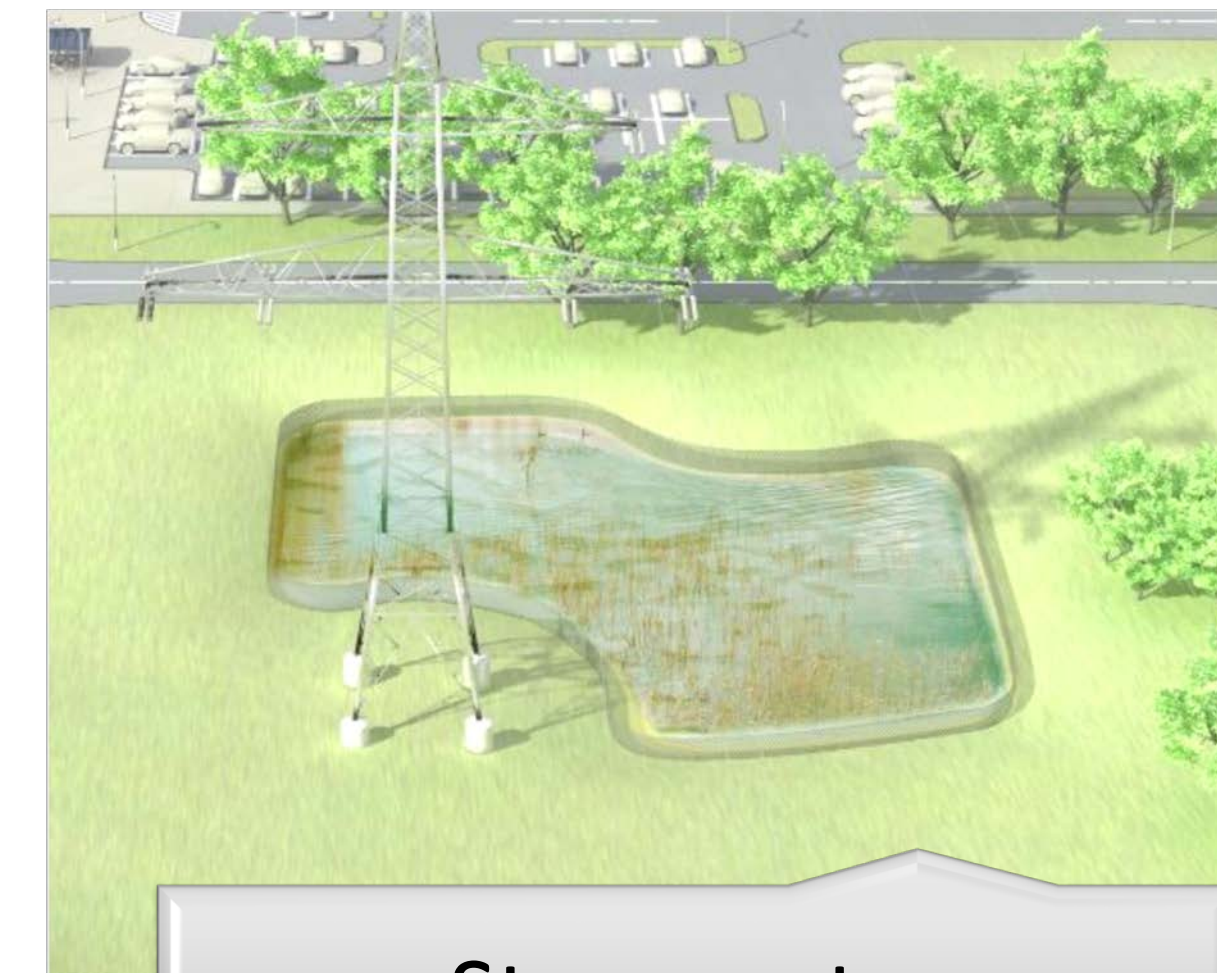
Commuter Parking &
Carpool Parking



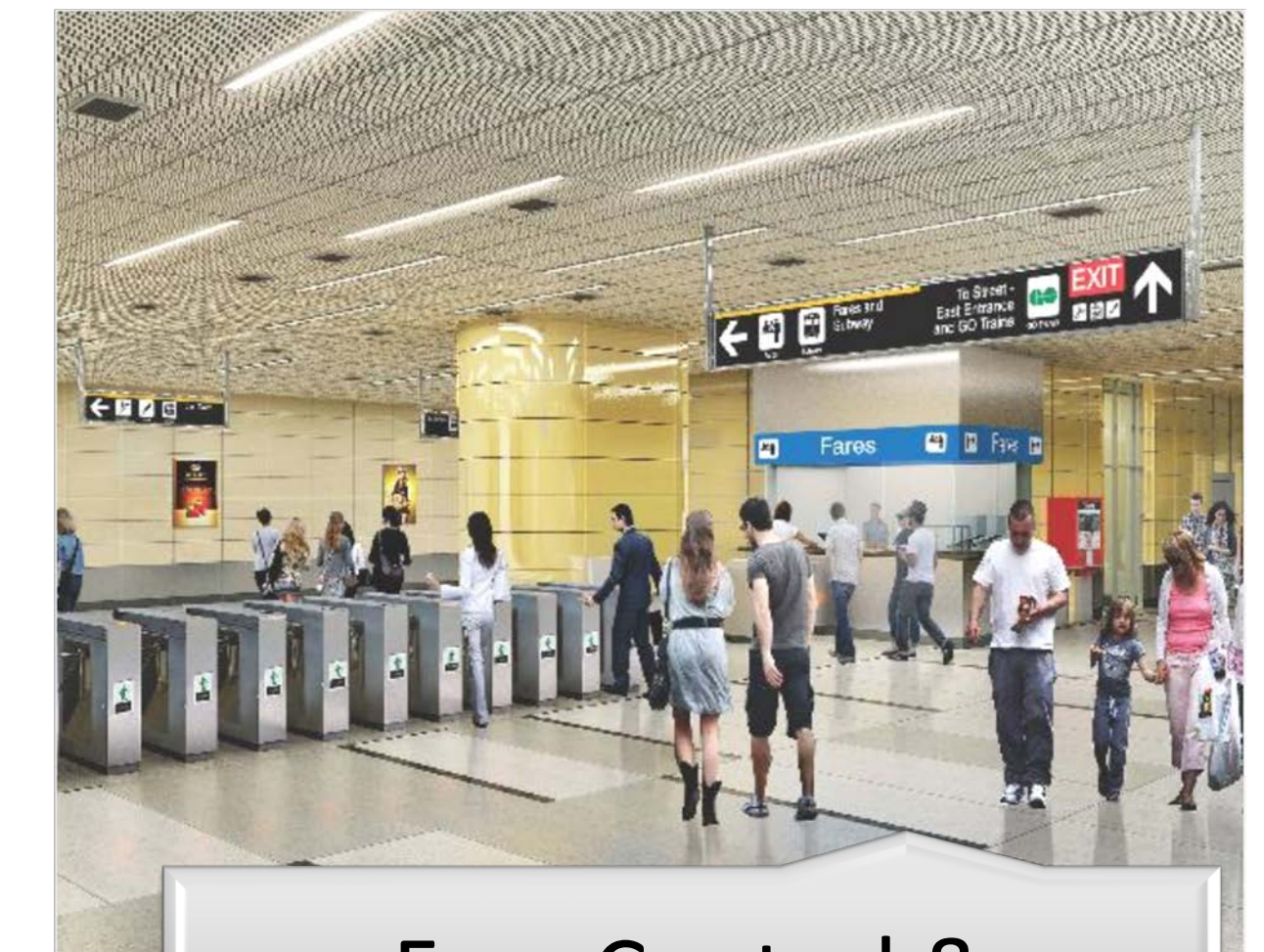
Passenger Pick-up and
Drop-off Area (PPUDO)



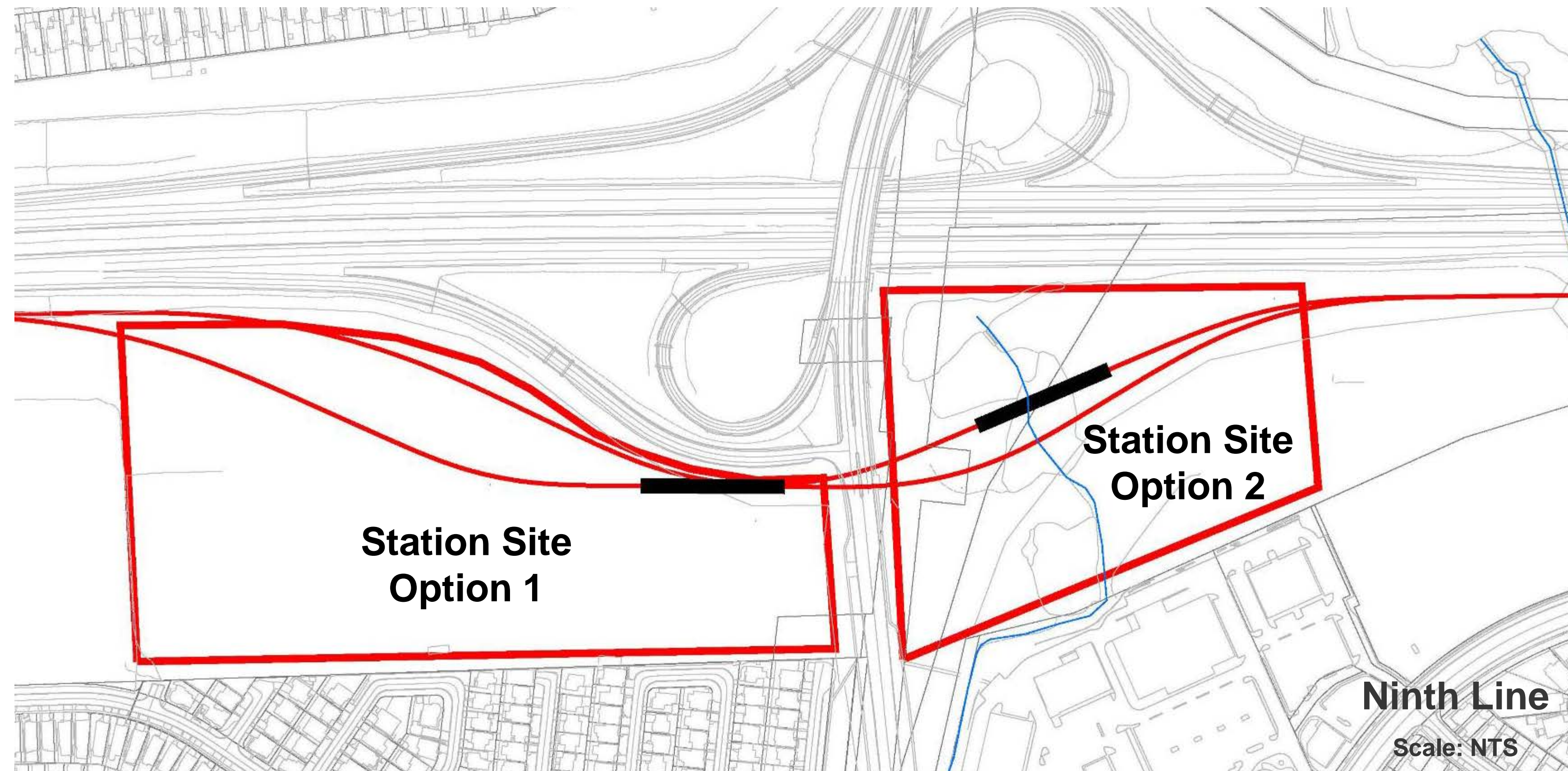
Landscaping



Stormwater
Management Pond



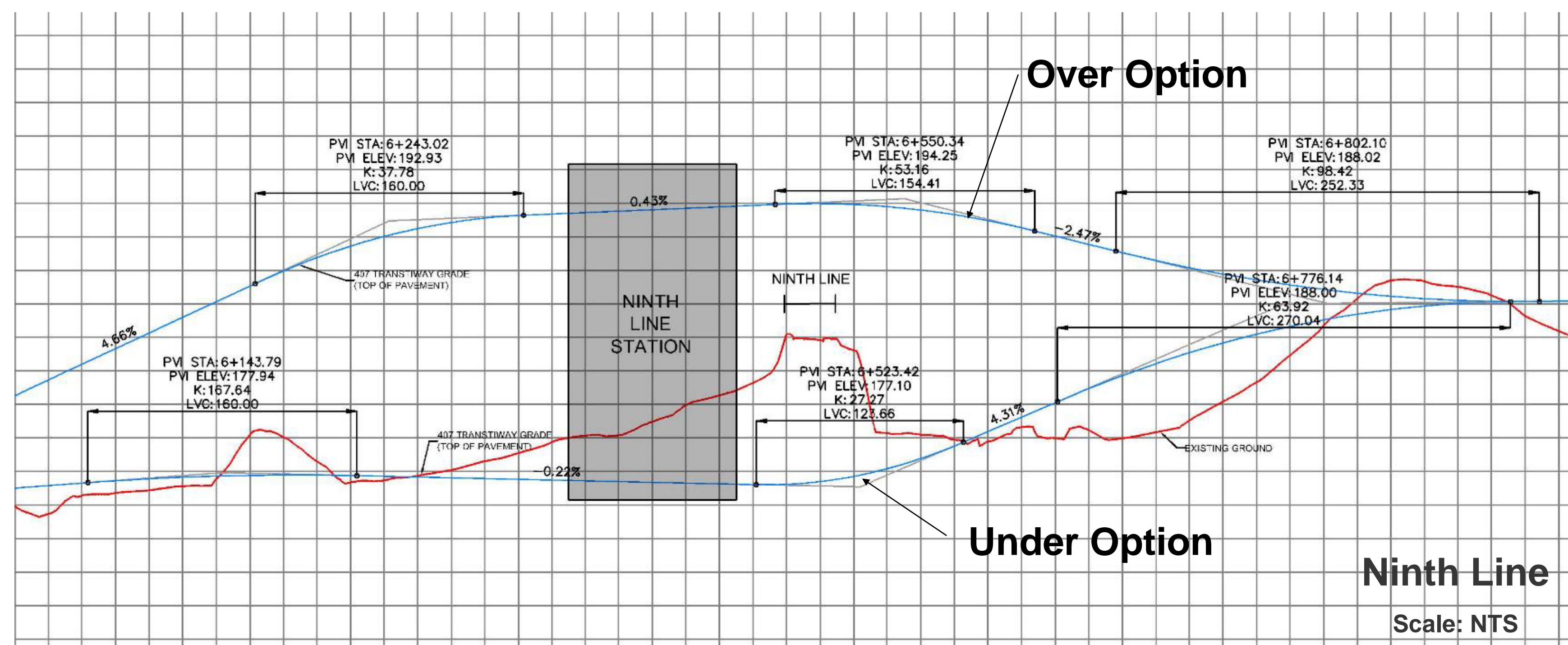
Fare Control &
Wayfinding



Horizontal Alignment Criteria

- 110 km/h design speed on runningway (100km/h operating speed)
- 80 km/h design speed through stations (60km/h operating speed)
- Provide a station platform as convenient as possible to users
- Minimize impact to existing and planned infrastructure
- Minimize impact to surrounding environment, utilities and Highway 407
- 100m long straight/flat section required for station (LRT)

ONE ALIGNMENT IS BEING PRESENTED BASED ON INITIALLY PREFERRED STATION SITES



Vertical Alignment Criteria

- Minimize vertical difference between surface facility and station platform
- Minimize impact to surrounding environment, utilities and Highway 407
- Minimize cost and length of structures
- 0.5% maximum platform grade (LRT)
- 4.5% maximum desirable grade (LRT)

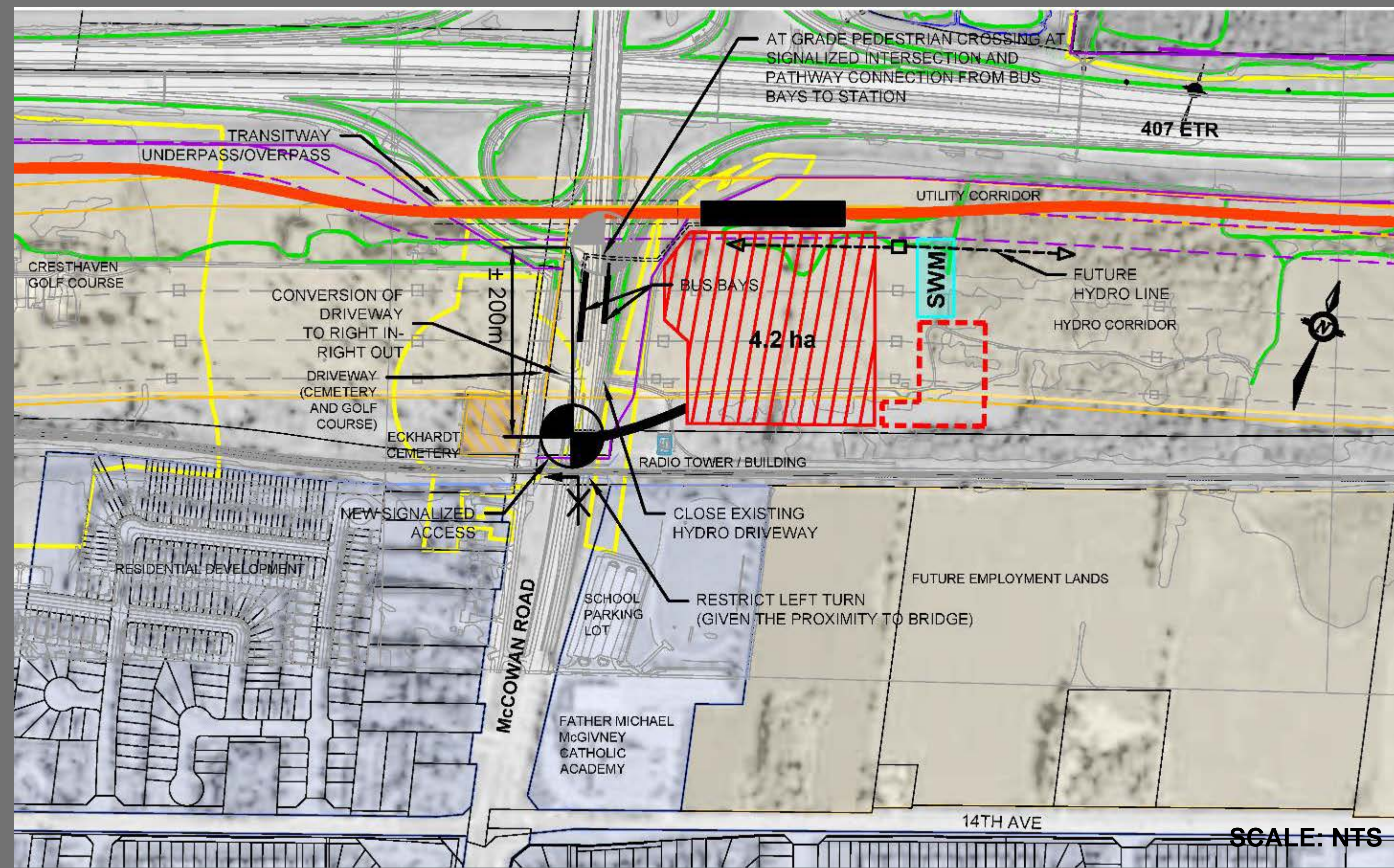
BOTH OPTIONS OF CROSSING OVER OR UNDER THE MAIN ARTERIALS ARE CURRENTLY BEING CONSIDERED

STANDARDS USED ARE CONSISTENT WITH THE CENTRAL SECTION (HWY 400 TO KENNEDY RD) ENVIRONMENTAL ASSESSMENT DESIGN

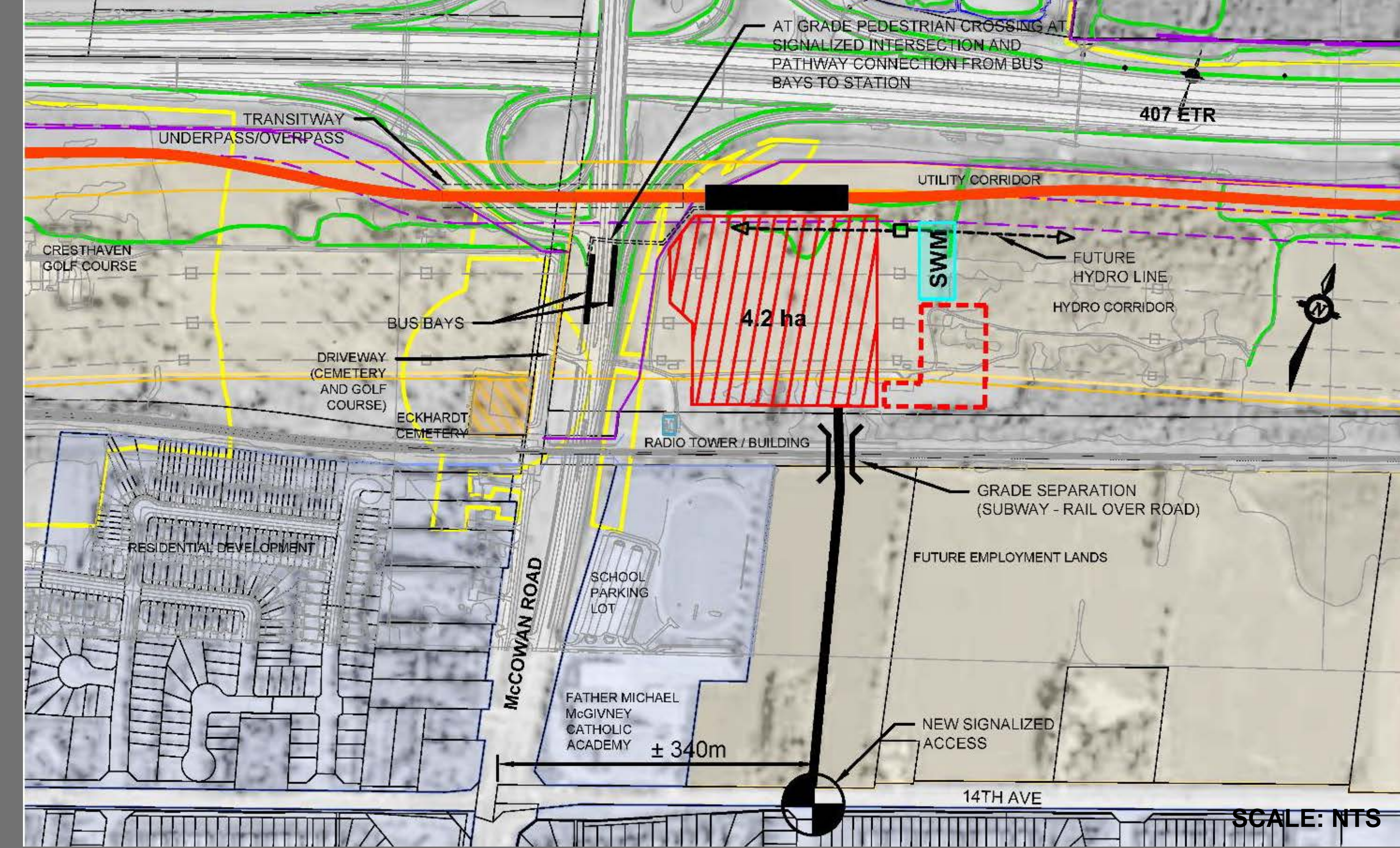
McCowan Road Station – Site Alternatives



NOT PREFERRED



NOT PREFERRED



INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

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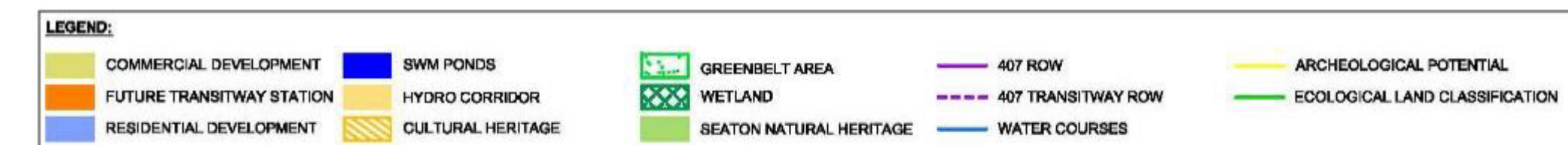
LAND AVAILABILITY LIMITATIONS; POTENTIAL SIGHT RESTRICTIONS AND EXCESSIVE COSTS OF VEHICULAR ACCESS OPTIONS; UN-FEASIBLE PEDESTRIAN ACCESS; PROXIMITY OF ADJACENT STATIONS

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SE ALTERNATIVE 1	
Natural Environment	Watercourse located east of station site	Good
Social Environment	Station site is located within the hydro corridor under 500kv lines, precluding the possibility of including a bus loop on the station site.	Poor
	Access Rd impacts hydro lands and large retaining wall structure required adjacent to rail line Significant impacts expected to traffic in the area during construction of Transitway facilities	Poor
Cultural Environment	No Impacts anticipated	Good
Transitway Operation	Alignment: Large tunnel or viaduct structure required to cross McCowan Rd and Highway 407 ramps	Poor
	Implementation: Hydro regulations prohibit buses stopping under the 500kv lines; consequently, staged implementation with buses operating on Highway 407 is not possible	Poor
Accessibility	Vehicular: Access from McCowan Rd., due to signalling spacing standards, needs to be placed adjacent to the railway bridge, resulting in driver sight line concerns.	Poor
	Pedestrian: Pedestrian access would require a crossing at the signal with un-controlled crossing of the S-E ramp which is undesirable due to serious safety concerns. Vertical structure and tunneled or bridged walkway not considered feasible due to excessive cost.	Poor
	Transit connectivity: On street bus stops would be required with same pedestrian access implications as there is no possibility for bus accessing the station site.	Poor
Site Area	Sufficient space available for park and ride, provided it is located under the Hydro corridor; however, land available between the Hydro Corridor and the Transitway is insufficient to accommodate a bus loop.	Poor
Constructability	Complicated construction due to proximity of railroad and presence of hydro corridor	Poor
Construction Cost	Very high.	Poor

EVALUATION CRITERIA	SE ALTERNATIVE 2	
Natural Environment	Same as SE Alternative 1	Good
Social Environment	Station site is located within the hydro corridor under 500kv lines, precluding the possibility of including a bus loop on the station site.	Poor
	Access crosses a planned commercial development; it requires a bridge to cross the railway; and crosses under the hydro towers. Significant impacts expected to traffic in the area during construction of Transitway facilities	Poor
Cultural Environment	Same as SE Alternative 1	Good
Transitway Operation	Same as SE Alternative 1	Poor
Accessibility	Vehicular: Long access Rd. 700 m. from 14 th Ave.	Poor
	Pedestrian: Pedestrian access would require a crossing at the signal with un-controlled crossing of the S-E ramp which is undesirable due to serious safety concerns. Vertical structure and tunneled or bridged walkway not considered feasible due to excessive cost.	Poor
	Transit connectivity: On street bus stops would be required with same pedestrian access implications as there is no possibility for bus accessing the station site.	Poor
Site Area	Same as SE Alternative 1	Poor
Constructability	Same as SE Alternative 1	Poor
Construction Cost	Very High	Poor

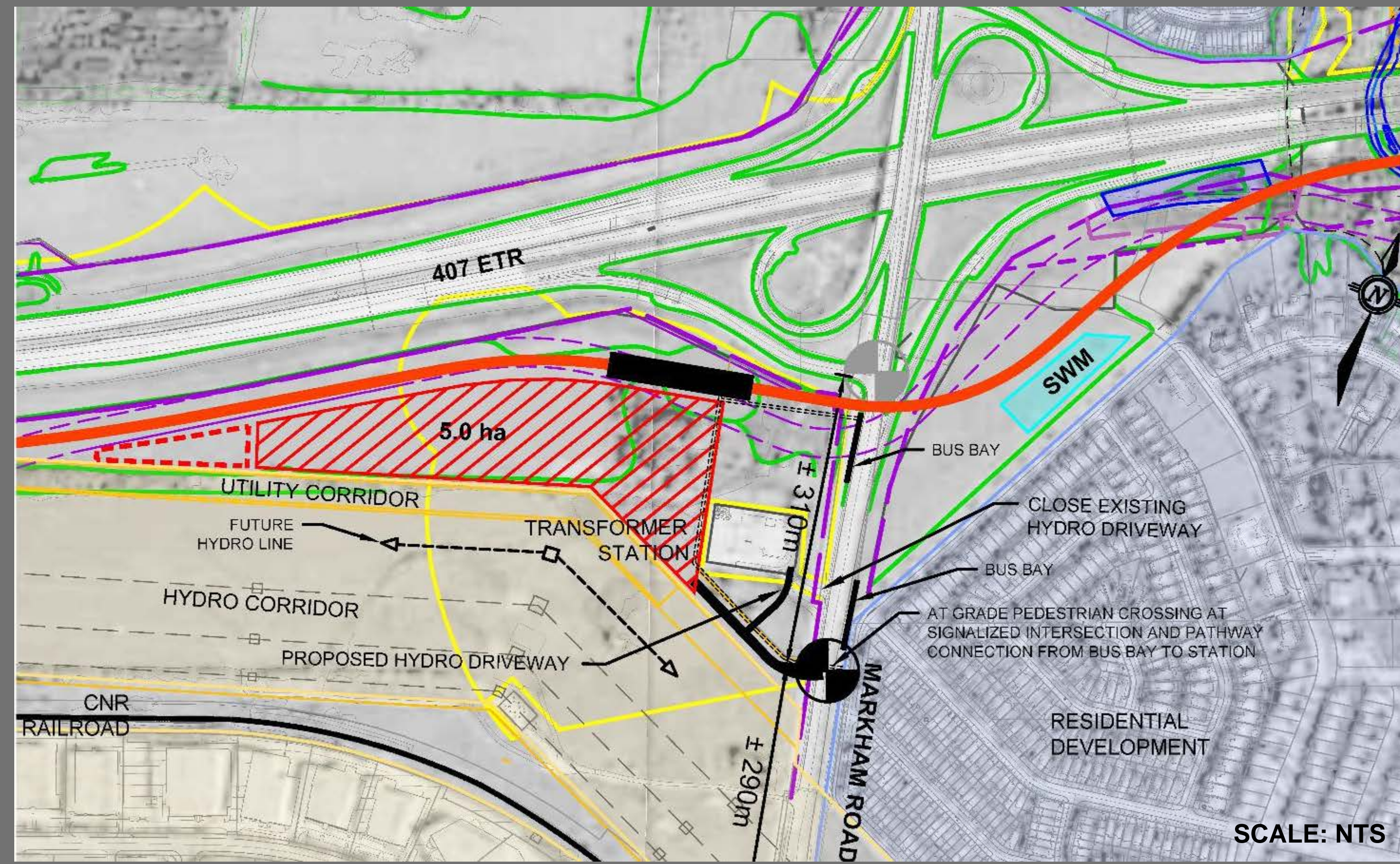
GOOD POOR



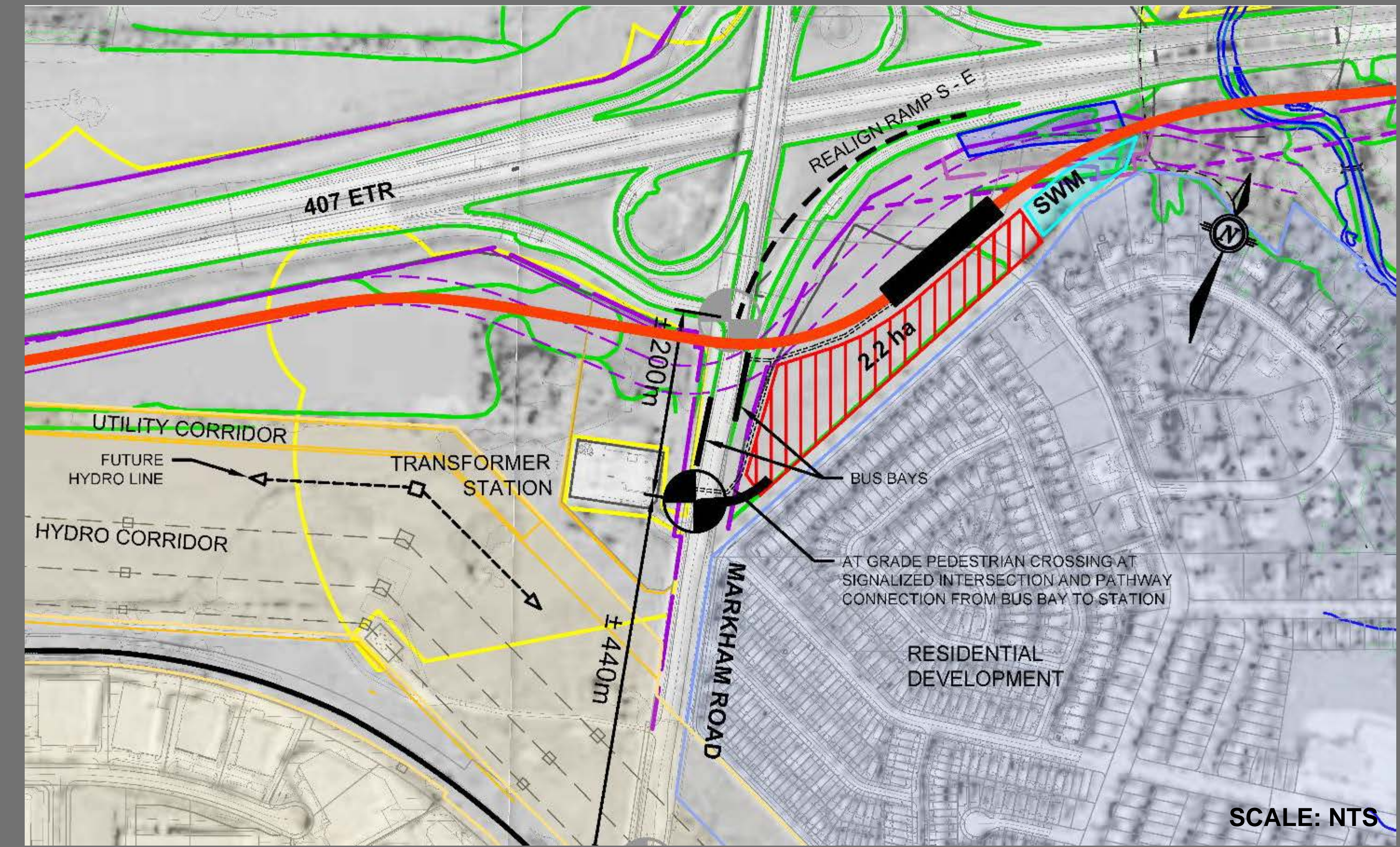
Markham Road Station – Site Alternatives



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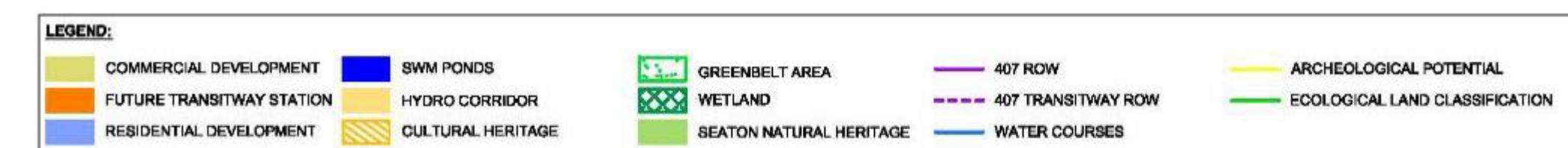


INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

SUFFICIENT LAND AVAILABLE AND POTENTIAL FOR EXPANSION ON WEST SIDE WHILE INSUFFICIENT LAND TO ACCOMMODATE COMPLETE STATION FACILITY ON THE EAST; NO ENVIRONMENTAL CONSTRAINTS ON WEST SIDE WHILE PRESENCE OF RESIDENTIAL DEVELOPMENT SOUTH OF EAST SITE.

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Potential impacts to wetlands north of transformer station, to be further evaluated.	Yellow
Social Environment	Station site is located just north of the hydro corridor under 500kV lines, within lands designated for transportation and utilities. Hydro One will need to agree to partial usage of their corridor.	Yellow
Cultural Environment	Area of potential archaeological interest.	Yellow
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation of Transitway will be possible with buses operating on Highway 407.	Green
Accessibility	Vehicular: Desirable intersection spacing. Site will be served by new signalized access located midway between 14 th Avenue and the Highway 407 ramp. Markham Hydro transformer station access will be combined with station access. Pedestrian: Station platform is located within 150m of Markham Rd. Pedestrians will cross Markham Rd at a traffic signal. Transit connectivity: A bus loop can be accommodated on site. Transit stops along Markham Rd and pedestrian connection, from the stops would be provided.	Green
Site Area	Sufficient space available for parking lot (5.0 ha). Additional (expansion) parking could be provided within the hydro corridor.	Green
Constructability	Markham Rd and 407 S-E ramp will be impacted during construction. Proper construction staging will be developed to minimize effects.	Green
Construction Cost	Medium	Yellow

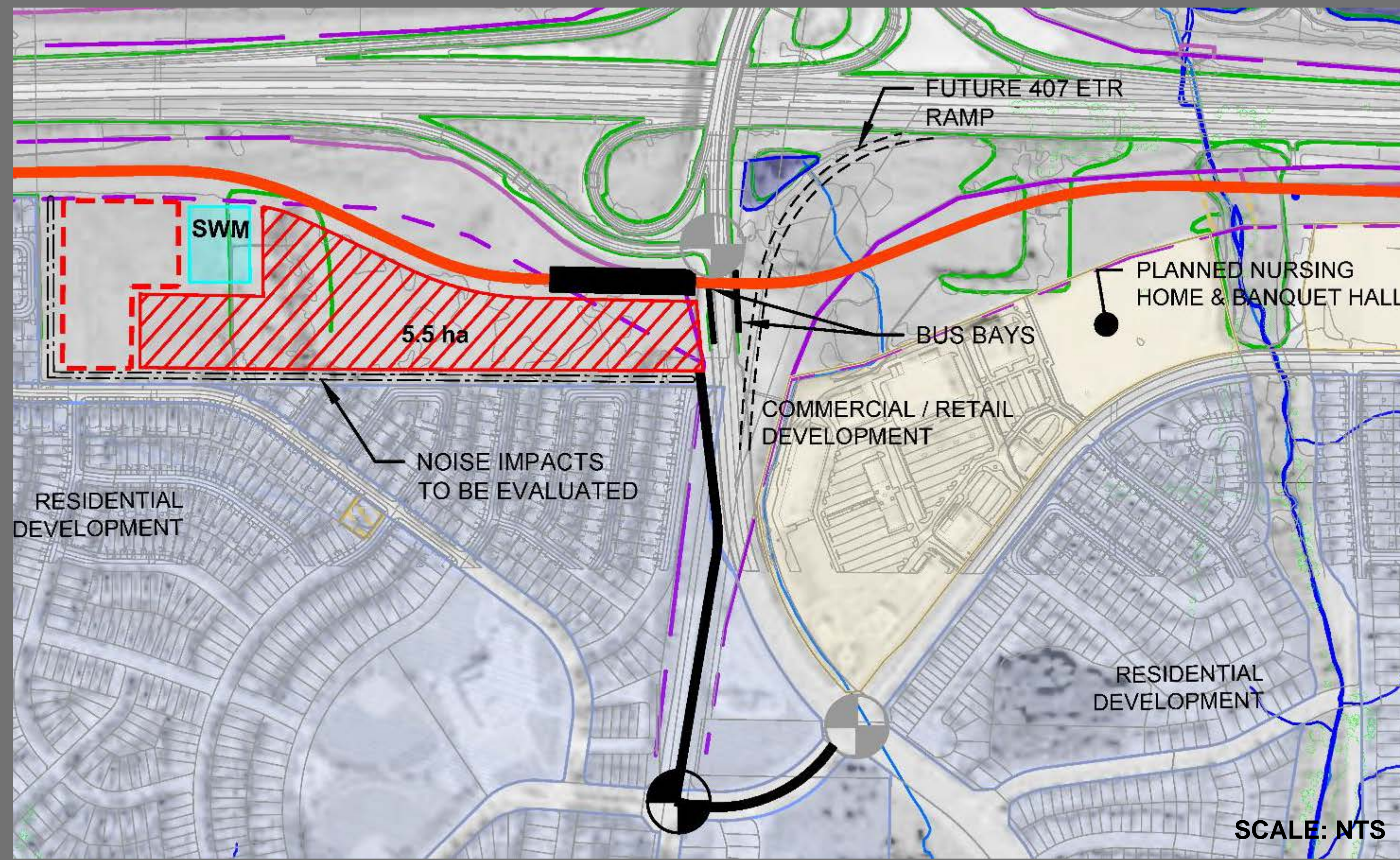
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Rouge River located immediately east of station site. Potential hydrological impacts.	Yellow
Social Environment	Station is located within lands designated for transportation and utilities. Increased noise impacts to adjacent residential neighbourhood. It would require a noise barrier. Site access impacts Highway 407 S-E Ramp (it would require tightening of ramp geometry).	Red
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation of Transitway will be possible with buses operating on Highway 407.	Green
Accessibility	Vehicular: Minimum intersection spacing provided. Site will be served by new signalized access located 200m south of Highway 407 interchange. Pedestrian: Station platform is located within 200m of Markham Rd. Pedestrians would cross Markham Rd at a traffic signal. Transit connectivity: Limited land availability will restrict potential bus loop. Transit stops along Markham Rd and pedestrian connection from the stops would be provided.	Red
Site Area	Site area is significantly constrained by residential development to the south and the Rouge River to the east (2.2 ha available). Space available is insufficient to accommodate required parking-lot size with no possibility of any future expansion.	Yellow
Constructability	Markham Rd and Highway 407 S-E ramp will be impacted during construction.	Red
Construction Cost	Medium	Yellow



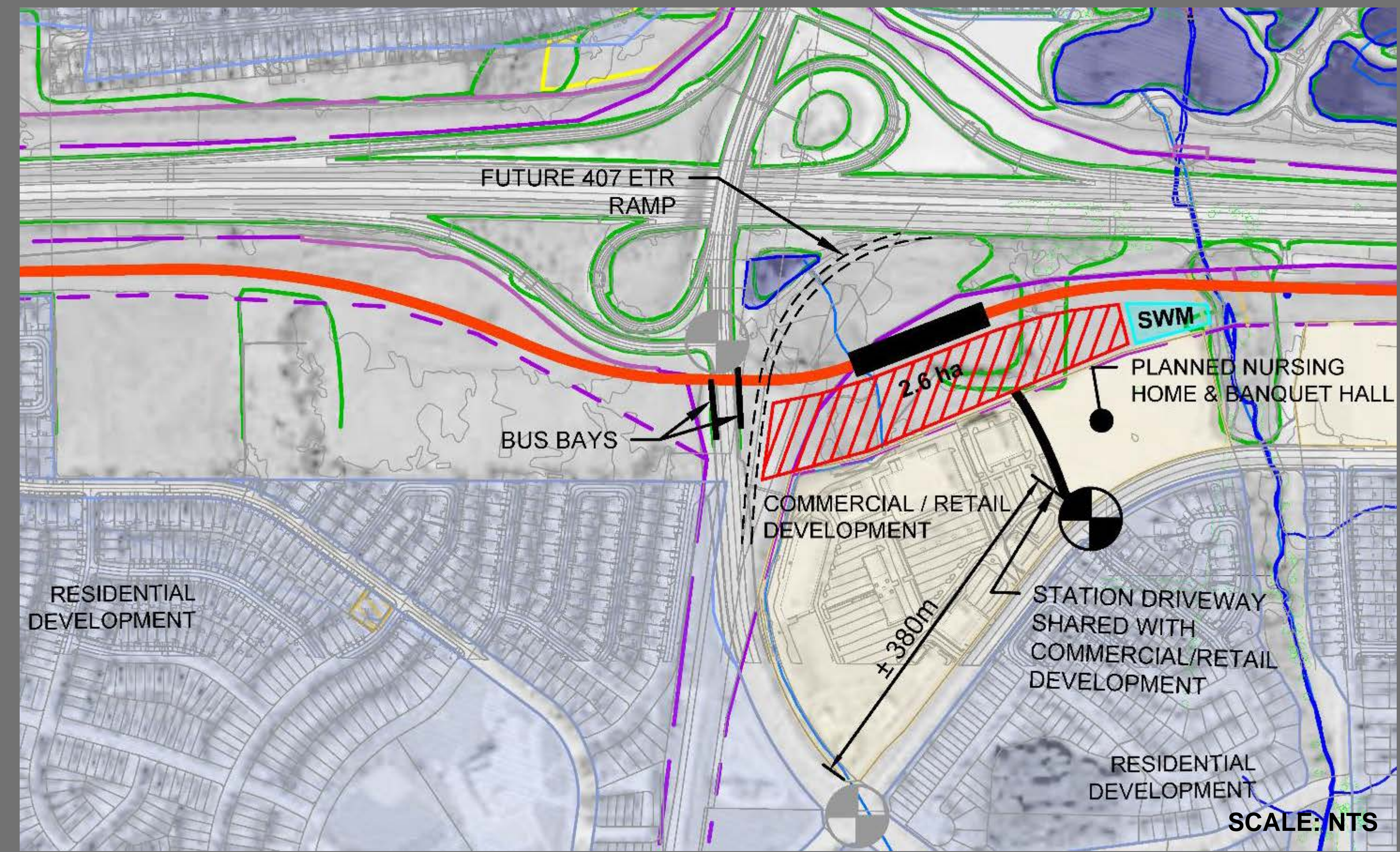
Ninth Line Station – Site Alternatives



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NOT PREFERRED



INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

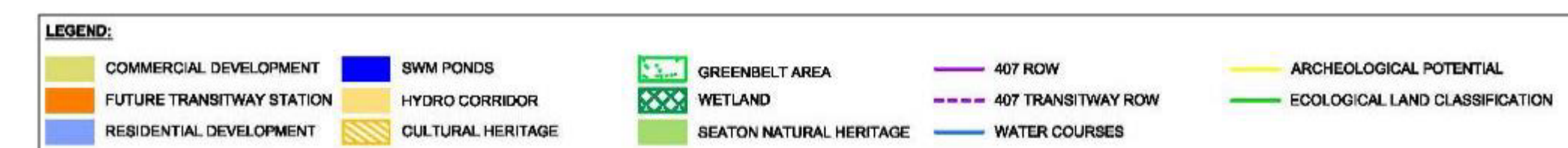
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PROTECTED LAND AND RIGHT OF WAY FOR ACCESS ROAD SEPARATED FROM LOCAL ROADS; SUFFICIENT LAND AVAILABLE AND POTENTIAL FOR EXPANSION ON WEST SIDE WHILE INSUFFICIENT LAND FOR A COMPLETE STATION FACILITY ON THE EAST; POTENTIAL SOCIAL EFFECTS ON BOTH SITES DUE TO PRESENCE OF RESIDENTIAL DEVELOPMENT ON THE WEST, AND FUTURE MEDICAL CENTRE ON THE EAST – MITIGATION MEASURES TO BE ASSESSED.

SW ALTERNATIVE

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	No significant impacts anticipated	GOOD
Social Environment	Station site is located within lands protected for the Transitway station (per Markham Official Plan). Potential noise impacts to be assessed during field investigations. Traffic infiltration avoided by not providing a vehicular connection from local roads within the residential area	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation with the Transitway operating on Highway 407 is feasible for westbound service. For eastbound service, it will be feasible providing the Highway 407 S-E ramp is constructed. This stage would involve significant out-of-the-way travel.	GOOD
Accessibility	Vehicular: Site access will be provided using the Old Ninth Line corridor which has been protected for station access; travel distance from Ninth Line = 700 metres. Traffic signals will likely be required at the intersection of Old Ninth Line and Copper Creek Dr. Pedestrian: Short walking distance from Ninth Line to station platform (i.e. 100m). Pedestrians will be required to cross Ninth Line at traffic signals. Avoids conflict with future 407 ETR S-E Ramp. Potential for walkway from residential neighbourhood. Transit connectivity: A bus loop can be accommodated on site. Transit stops along Ninth Line, and pedestrian connection from the stops will be provided.	GOOD
Site Area	Sufficient space available for parking lot (5.5 ha). Additional area for parking available to the west of the site.	GOOD
Constructability	No major concerns.	GOOD
Construction Cost	Medium	GOOD

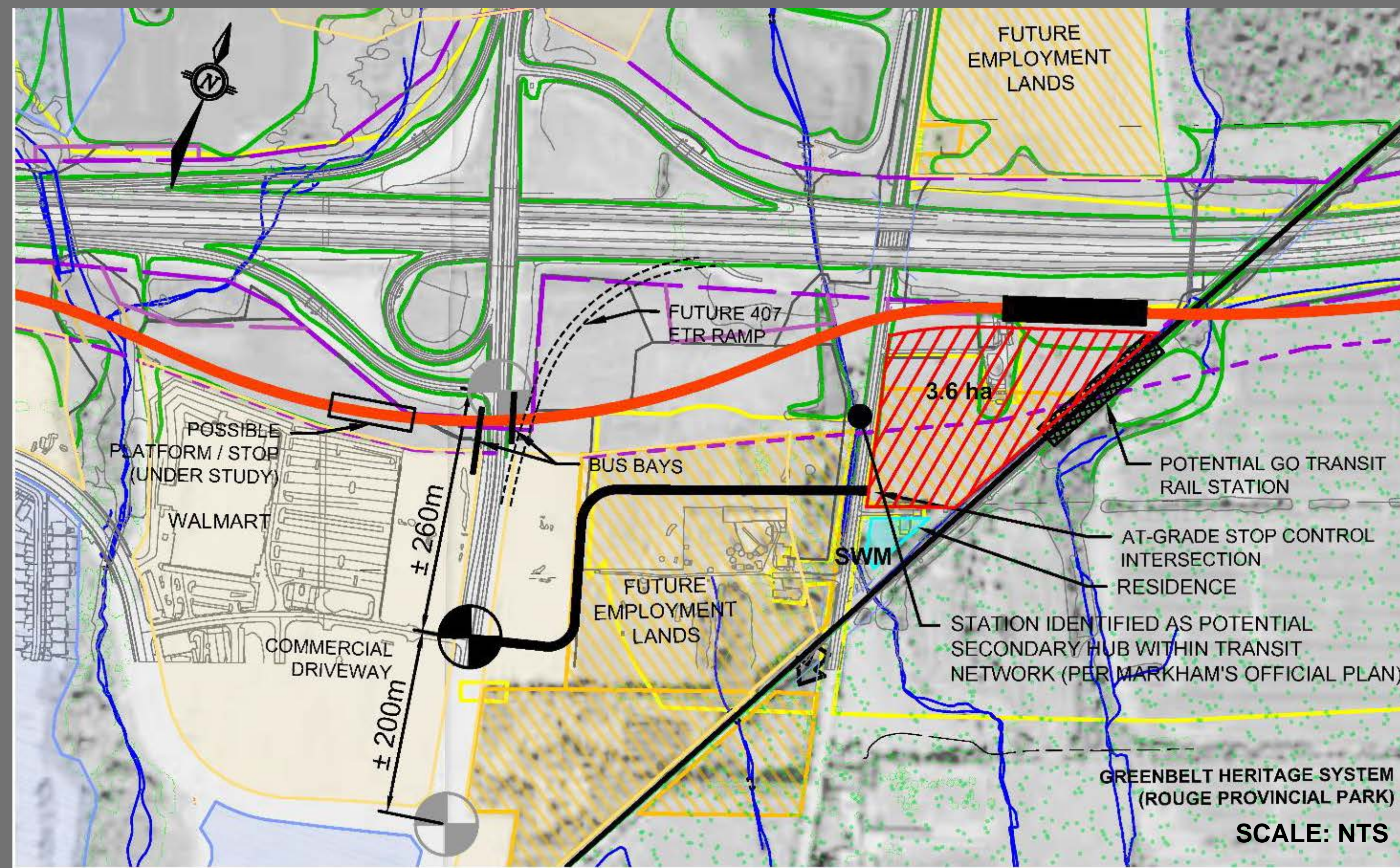
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	A tributary of the Rouge River, runs to the east of the potential station site.	GOOD
Social Environment	Station driveway will need to be combined with the existing driveway to the Boxgrove Medical Arts Centre and will encroach into the commercial lands located further to the west. Potential noise impacts to be assessed during field investigations.	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Meets design standards however overpass alignment likely required due to creek located to the east of the station platform. Overpass alignment would significantly increase alignment complexity and cost. Implementation: Same as SW Alternative.	POOR
Accessibility	Vehicular: Site access will be provided via Copper Creek Drive (approx. 380m east of Ninth Line). Pedestrian: Pedestrian access from Ninth Line to station platform (i.e. 200m) will conflict with future 407 ETR S-E Ramp requiring a level, free flow crossing of the ramp. Transit connectivity: Limited land availability will restrict potential bus loop. Transit stops along Ninth Line, and pedestrian connection from the stops would be provided.	GOOD
Site Area	Site area is significantly constrained by commercial development to the south and the Rouge River tributary to the east (2.6 ha available). Space available is insufficient to accommodate required parking-lot size and has no expansion potential.	POOR
Constructability	Impact will depend on when the Highway 407 S-E Ramp is built.	GOOD
Construction Cost	Medium	GOOD



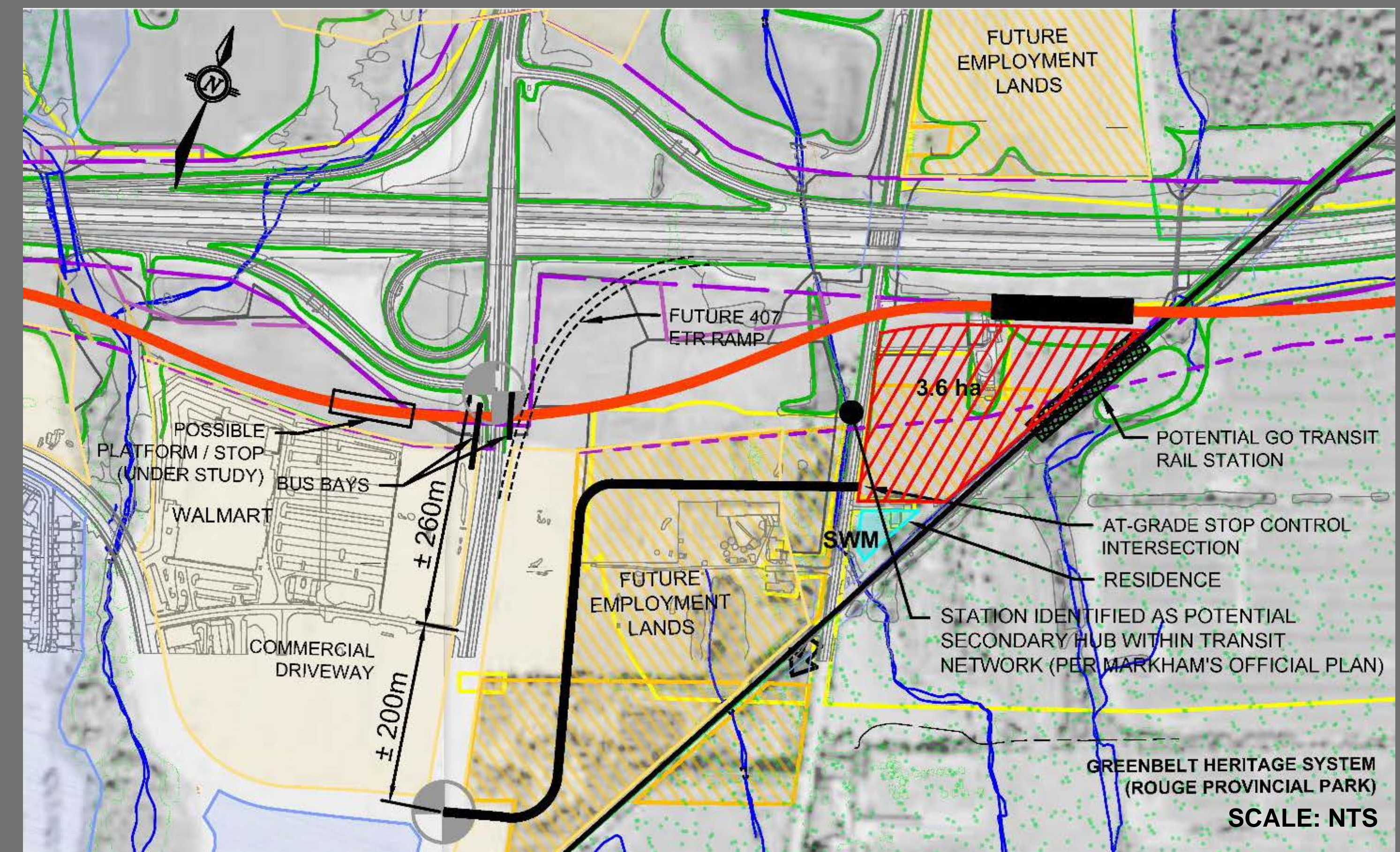
Donald Cousens Station – Site Alternatives



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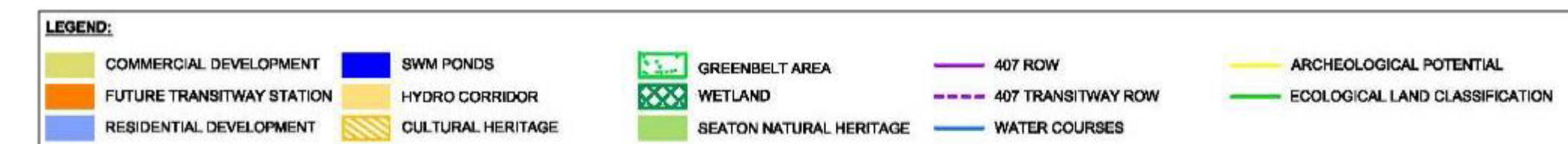
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

SE ALTERNATIVE 1

THE STATION FACILITY ADJACENT TO THE CP RAILWAY LINE WILL BE CONSTRUCTED ONLY IF GO TRANSIT IMPLEMENTS PASSENGER SERVICE ALONG THE CP CORRIDOR; A POTENTIAL INTERIM TRANSITWAY STOP ON THE WEST SIDE OF DONALD COUSENS IS UNDER STUDY.

EVALUATION CRITERIA	SE ALTERNATIVE 1	
Natural Environment	Station site located adjacent to the Greenbelt Natural Heritage System and the Rouge Provincial Park.	Yellow
Social Environment	It impacts two residential properties east of Reesor Rd (further assessment will be done). If GO Transit provides future commuter rail service between Toronto and the Peterborough area on the Havelock railway corridor, the station will serve as a transfer hub.	Yellow
Cultural Environment	Station will impact the designated heritage property located on the east side of Reesor Rd (a detailed heritage assessment and review of mitigation opportunities will be undertaken).	Red
Transitway Operation	Alignment: Elevated platform required as alignment must cross over rail line. Implementation: Staged implementation with Transitway buses operating on Highway 407 will be feasible; however, will involve significant out-of-way travel.	Yellow
Accessibility	Vehicular: Site access from Donald Cousens Pkwy would be provided by new road (approximately 0.8 km) directly opposite Walmart and integrated with the road network of the proposed business park / employment lands between Donald Cousens Pkwy and Reesor Rd. It provides for minimum signal spacing along Donald Cousens Pkwy (200m) Pedestrian: Lengthy walking distance from Donald Cousens Pkwy (approx. 800 metres), A Transitway stop west of Donald Cousens to provide a more convenient pedestrian access is being evaluated. Transit Connectivity: Bus loop may be accommodated on site however diversion from Donald Cousens Pkwy (approx. 0.8 km) will increase delays for passengers not transferring to Transitway. A Transitway stop just west of Donald Cousens (currently under review).may be an alternative to connect transit users to the Transitway.	Yellow
Site Area	Parking lot and bus loop can be accommodated, providing effects to the heritage property can be mitigated.	Yellow
Constructability	No major concerns.	Green
Construction Cost	High: long access; measures to mitigate effects to the heritage property	Red

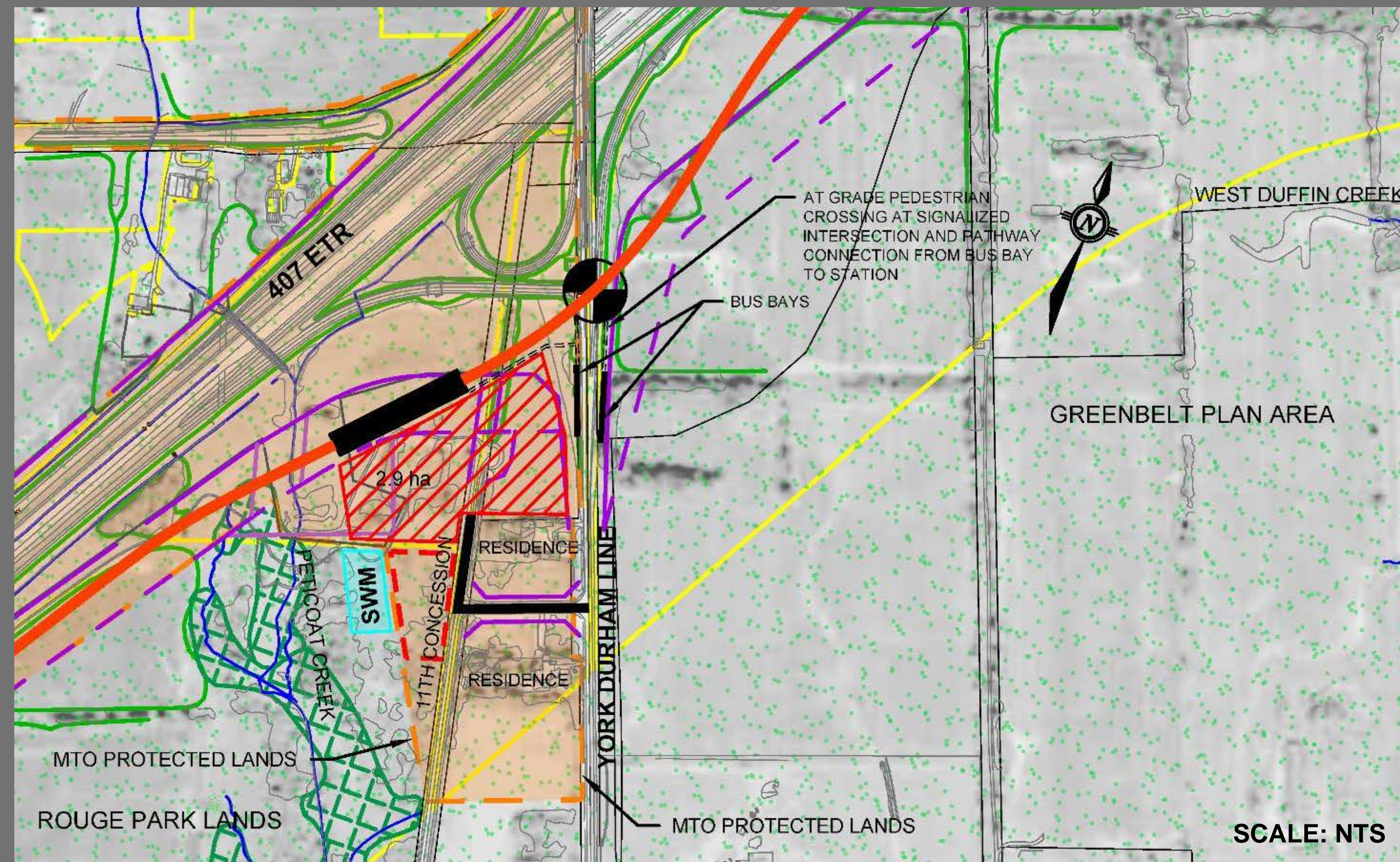
EVALUATION CRITERIA	SE ALTERNATIVE 2	
Natural Environment	Same as SE Alternative 1.	Yellow
Social Environment	Same as SE Alternative 1.	Yellow
Cultural Environment	Same as SE Alternative 1.	Red
Transitway Operation	Same as SE Alternative 1.	Yellow
Accessibility	This Station Alternative only differs from SE Alternative 1 in respect to accessibility: Vehicular: Site to be served by new access road (approx. 1.0 km) connecting to Donald Cousens Pkwy directly to the Walmart parking lot. Provides for desirable signal spacing along Donald Cousens Pkwy. Pedestrian: Lengthy walking distance from Donald Cousens Pkwy (approx. 1000 metres), A Transitway stop just west of Donald Cousens Pkwy to provide a more convenient pedestrian access is being evaluated. Transit Connectivity: Same as SE Alternative 1.	Red
Site Area	Same as SE Alternative 1.	Yellow
Constructability	Same as SE Alternative 1.	Green
Construction Cost	Same as SE Alternative 1.	Red



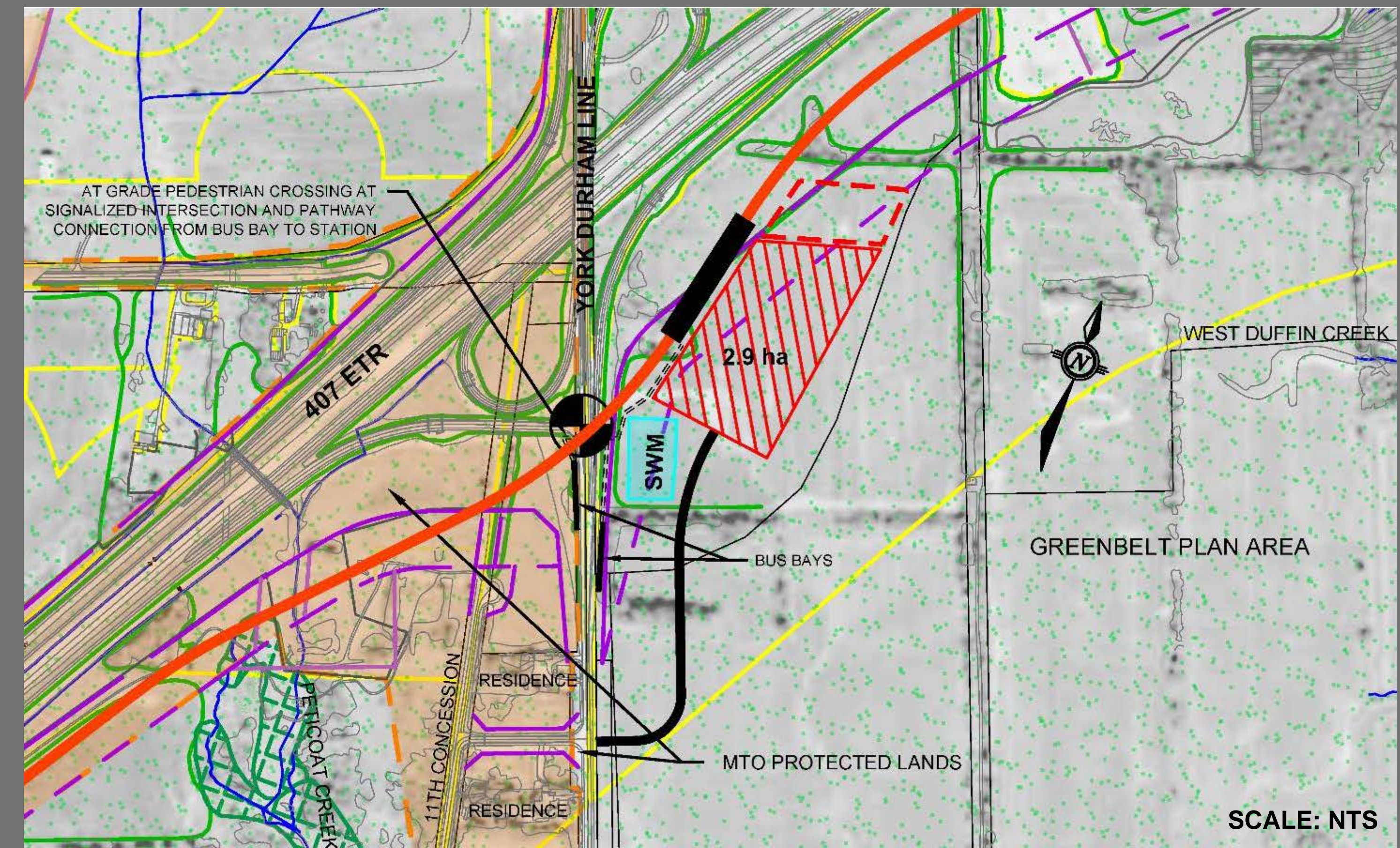
York Durham Line Station – Site Alternatives



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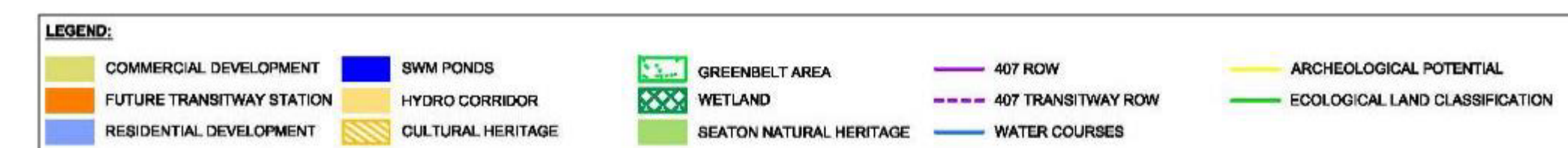
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

- LIMITED AVAILABLE LAND ON WEST SIDE; AND PROPERTY PRIVATELY OWNED ON EAST SIDE; NO TRANSIT CONNECTIVITY OPPORTUNITIES AS NO CURRENT OR PROPOSED TRANSIT SERVICE ON YORK/DURHAM LINE; NEGLIGIBLE RIDERSHIP DEMAND AT THIS LOCATION; SITE FOR SW ALTERNATIVE OWNED BY MTO WILL BE PROTECTED FOR POTENTIAL FUTURE ACCESS TO PARK LANDS

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Station site located adjacent to the Locust Hill Wetland and National Rouge Park.	Red
Social Environment	Station site located adjacent to residential properties. Station could serve as parking area and transit access to the Rouge Provincial Park.	Yellow
Cultural Environment	Area of archaeological potential. Further investigation will be undertaken.	Yellow
Transitway Operation	Alignment: Due to interchange configuration, station platform cannot be placed close to arterial without significantly impacting land on the east side of station Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access would be provided via 11th Concession Rd. Length of access road is approximately 200 metres. Pedestrian: Pedestrian crossing would be accommodated at ramp intersection. Transit connectivity: No current or proposed transit service along York/Durham Line.	Yellow
Site Area	Area could accommodate parking lot; however, there is limited flexibility for expansion as the station is surrounded by Rouge Park Lands.	Red
Constructability	No significant concerns.	Green
Construction Cost	Low	Green

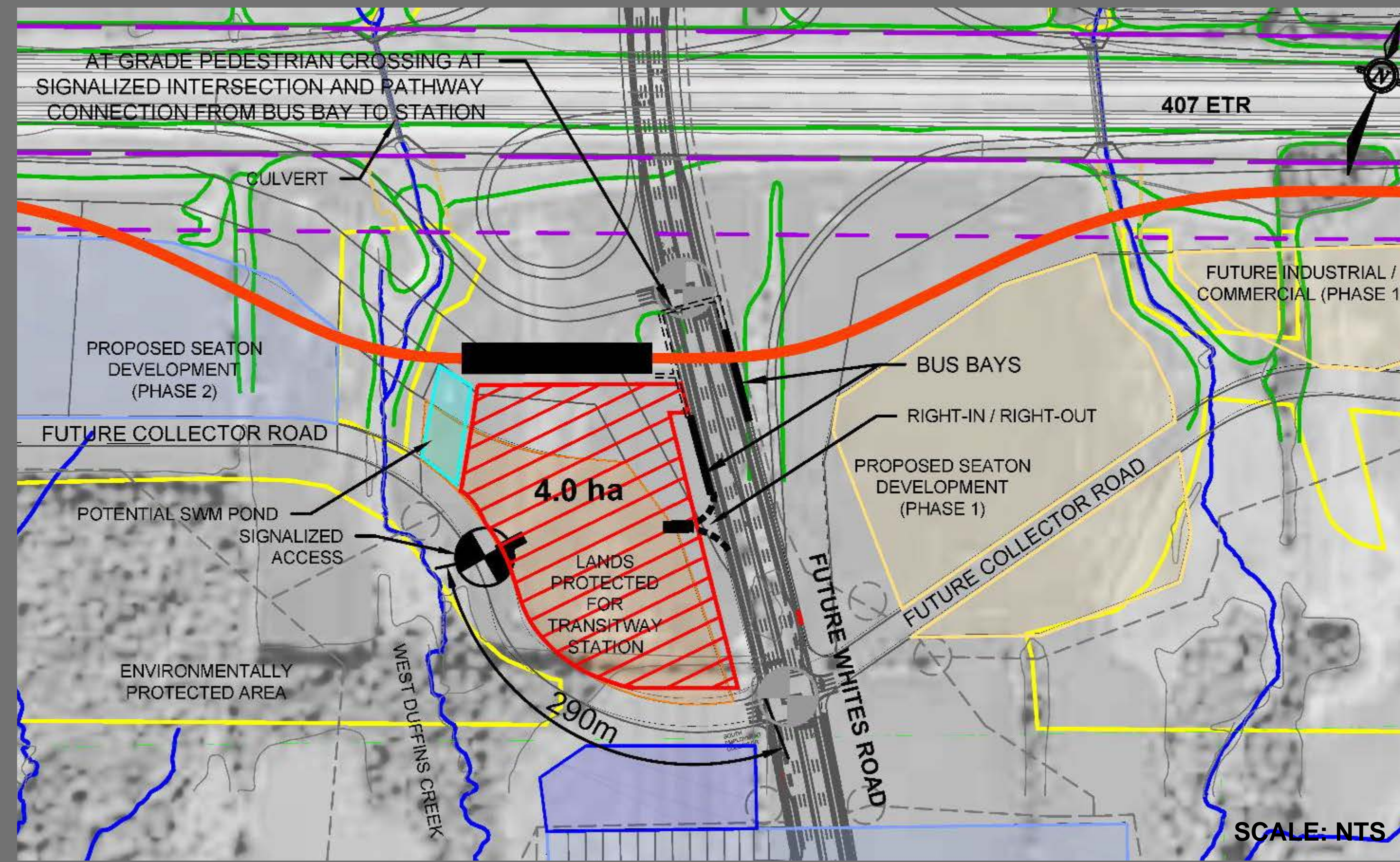
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Station site located within Protected Countryside lands, adjacent to Duffins Creek Agricultural Preserve.	Red
Social Environment	Impact to privately owned rural land. No opportunity to provide parking and transit access to the Rouge Provincial Park.	Red
Cultural Environment	Area of archaeological potential. Further investigation will be undertaken	Yellow
Transitway Operation	Alignment: Due to interchange configuration station, platform cannot be placed close to arterial without significantly impacting land on west side of station lands designated for the Rouge Provincial Park Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access will be provided opposite to 11th Concession Rd. Length of access road is approximately 300 metres. Pedestrian: Pedestrian crossing would be accommodated at ramp intersection. Transit connectivity: No current or proposed transit service along York/Durham Line.	Yellow
Site Area	Area could accommodate parking lot; however, there is limited flexibility for expansion as the station is within Greenbelt Lands.	Red
Constructability	No significant concerns.	Green
Construction Cost	Low	Green



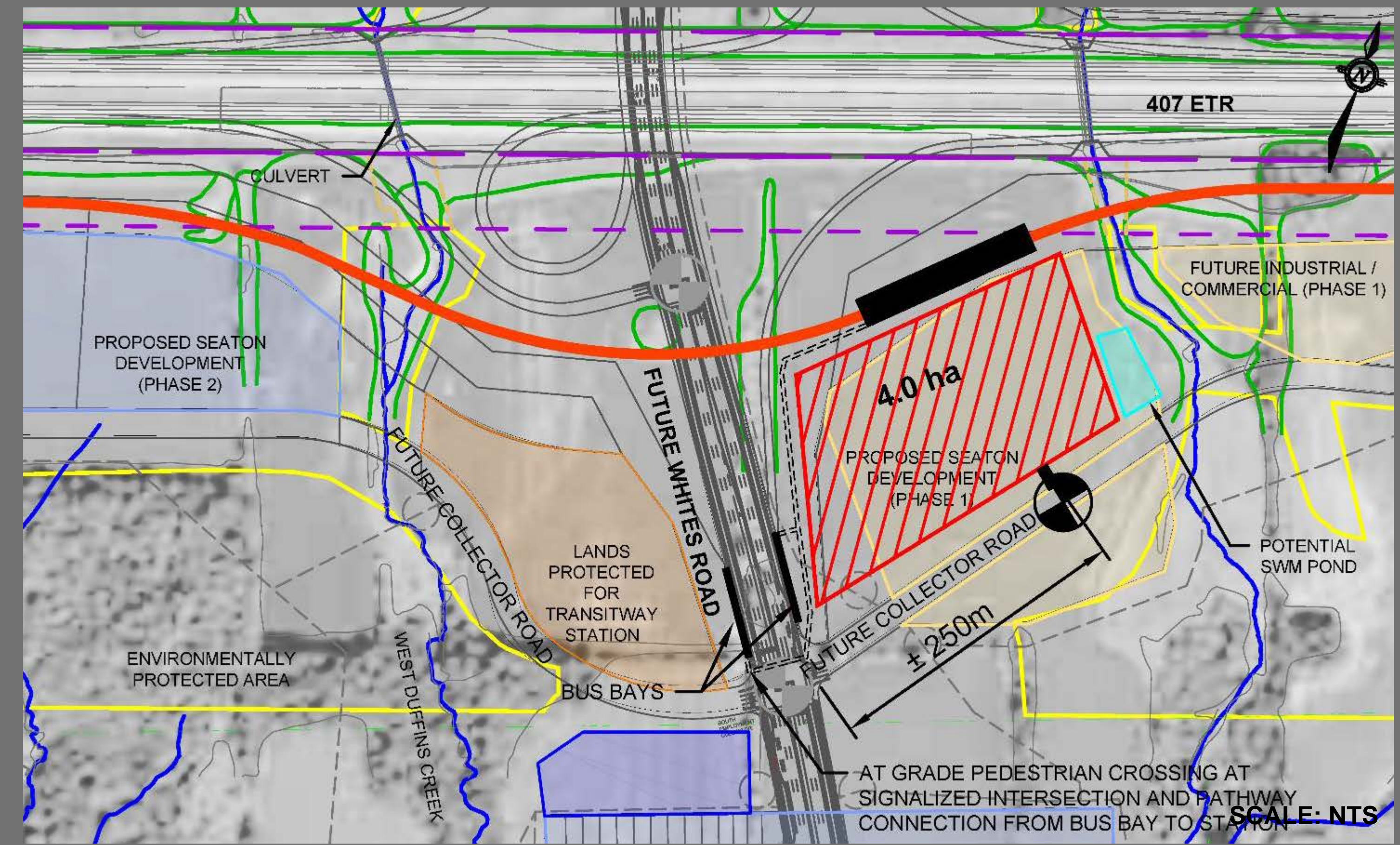
Whites Road Station – Site Alternatives



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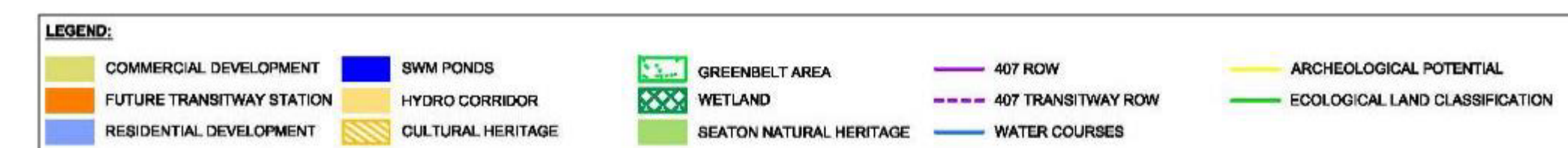
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

SW ALTERNATIVE

PROTECTED LAND ON WEST SIDE IS SUFFICIENT TO ACCOMMODATE COMPLETE STATION FACILITY; WEST SITE DOES NOT PRESENT ANY CONFLICTS WITH SEATON DEVELOPMENT PLAN; CONVENIENT STATION ACCESS AND FEASIBLE TRANSITWAY ALIGNMENT ON WEST SIDE

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Potential impacts to species at risk. Further investigation will be undertaken. Tributary of West Duffins Creek runs just west of the station area. Potential hydrological impacts.	Yellow
Social Environment	Property is protected for Transitway station in Seaton Development Plan.	Green
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards. Constrained by creek to west of station site. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access will be provided via a signalized access on the South Employment Collector Rd (approximately 290 meters west of Whites Rd) Pedestrian: Short walking distance from Whites Rd (i.e. 100m). Pedestrian crossing would be accommodated at signalized intersection. Transit connectivity: Bus loop will be provided on site. This station may also be suitable for interlining, where local transit vehicles can enter/exit the Transitway corridor. Right-in/out to be provided along Whites Rd for bus only use.	Yellow
Site Area	Sufficient area available for parking lot (4.0 ha). No further expansion potential due to presence of West Duffins Creek.	Yellow
Constructability	Construction can be coordinated with construction of Whites Rd and South Employment Collector.	Yellow
Construction Cost	Medium	Yellow

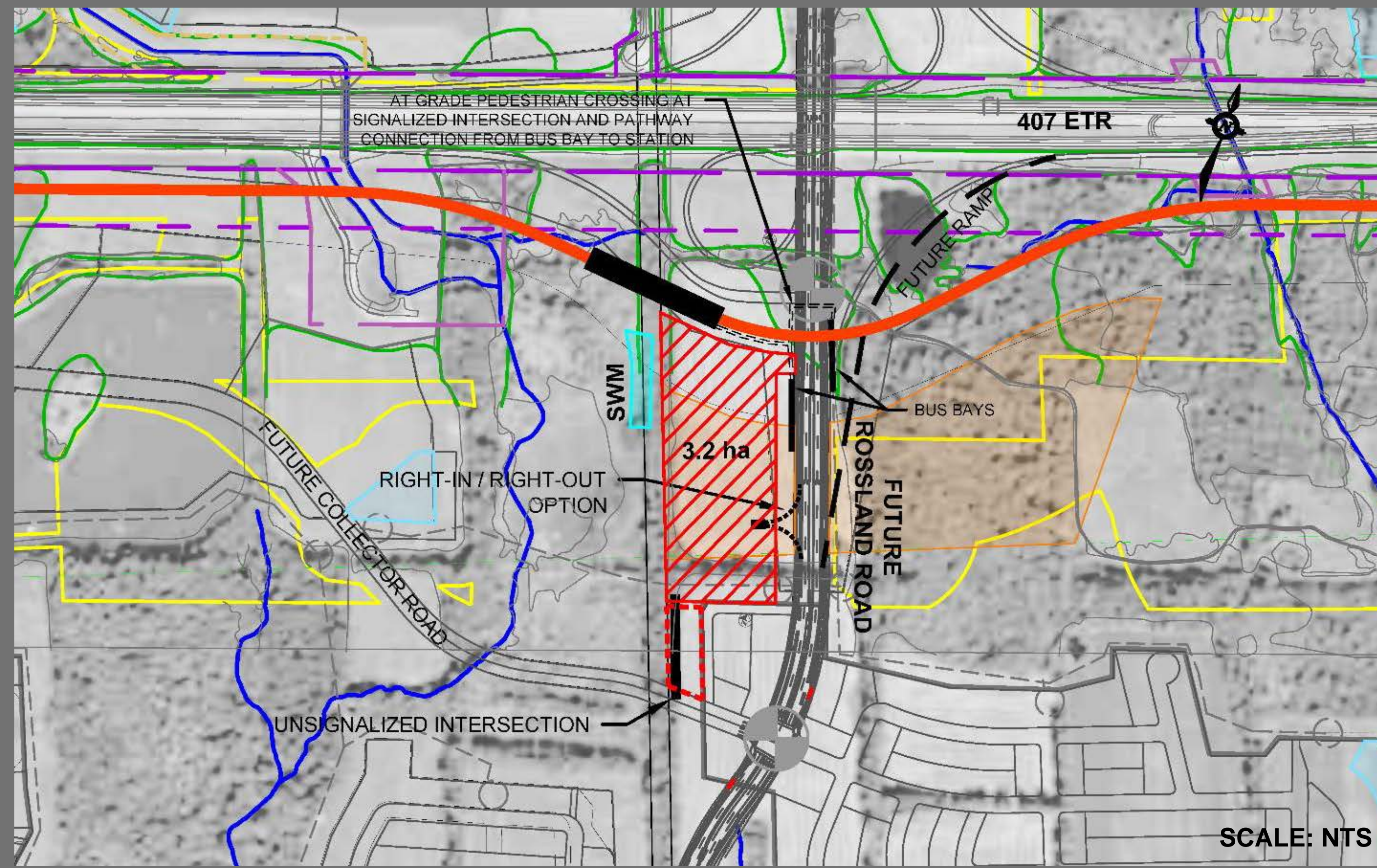
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Potential impacts to species at risk. Further investigation will be undertaken. Tributary of West Duffins Creek runs just east of the station area. Potential hydrological impacts.	Yellow
Social Environment	Land is not designated for a Transitway station. It is within the Seaton Development Phase 1 Plan	Red
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards. Constrained by creek to west of station site. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible..	Yellow
Accessibility	Vehicular: Site access would be provided via a signalized access on the South Employment Collector Rd (approximately 250 meters east of Whites Rd). Future Highway 407 S-E Ramp precludes opportunity for second access (right-in /right-out) to/from Whites Rd. Pedestrian: Direct access from Whites Rd would require crossing the Highway 407 S-E Ramp. Transit connectivity: Bus loop will be provided on site. This station may also be suitable for interlining, where local transit vehicles can enter/exit the runningway where feasible. Right-in/out access from Whites Rd for bus only use due to presence of future Highway 407 S-E ramp.	Red
Site Area	Land is not designated for a Transitway station. It is within the Seaton Development Phase 1 Plan No further expansion potential without impacting Seaton Development's Prestige Employment Lands.	Red
Constructability	Construction can be coordinated with construction of Whites Rd and South Employment Collector.	Yellow
Construction Cost	Medium	Yellow



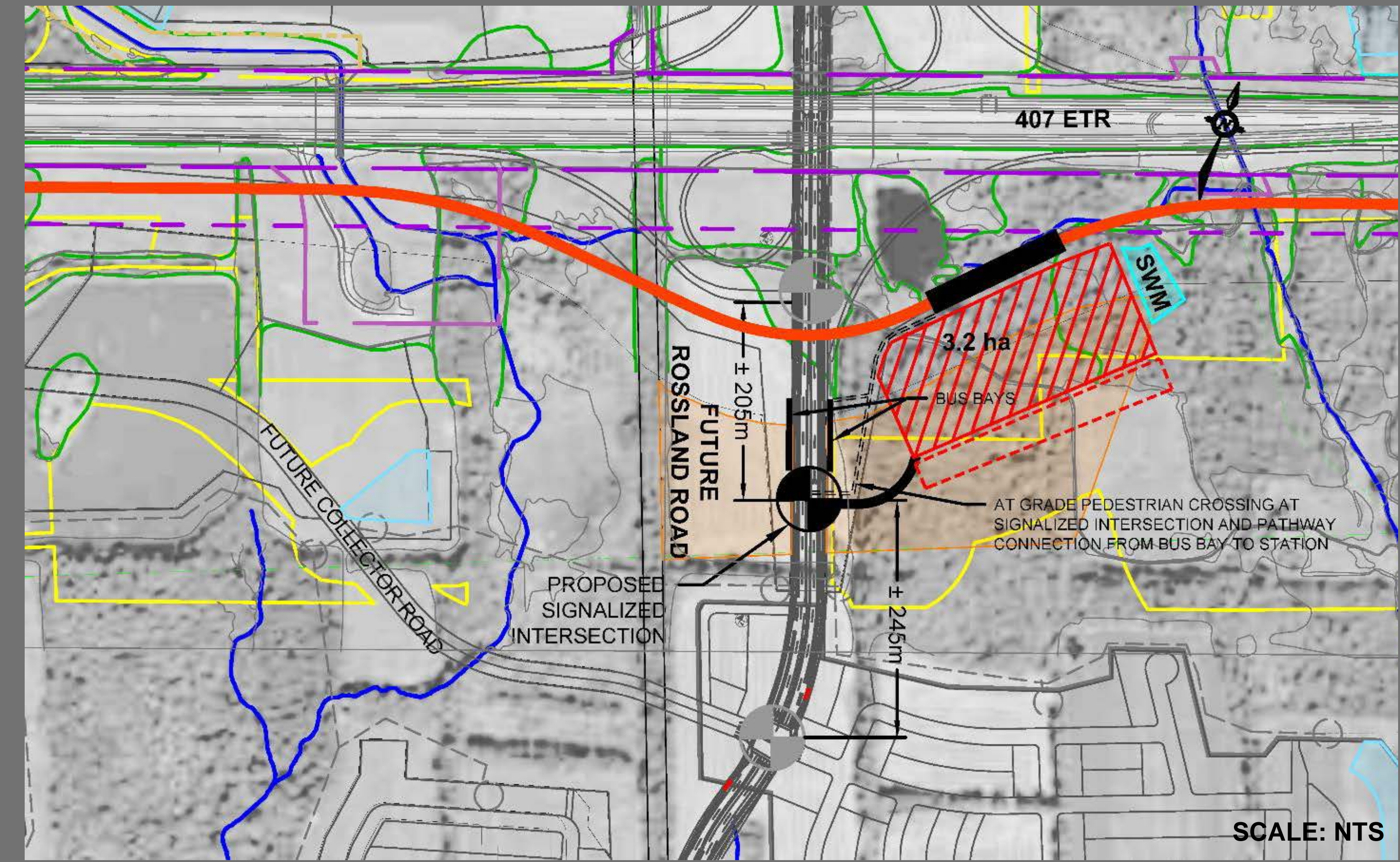
Rossland Road Station – Site Alternatives



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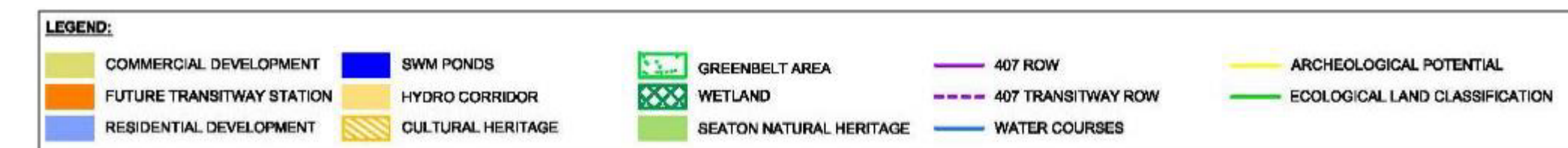
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

- MINIMAL TRANSIT CONNECTION OPPORTUNITIES AS NO PROPOSED TRANSIT SERVICE ON ROSSLAND RD; UNCERTAINTY IN CONSTRUCTION SCHEDULE FOR ROSSLAND RD. AND HWY 407 INTERCHANGE; POTENTIAL IMPACT TO SPECIES AT RISK ON BOTH SITES; PROXIMITY OF ADJACENT PROPOSED STATIONS; SITE WILL BE PROTECTED FOR POSSIBLE TEMPORARY BUS GARAGE AND/OR FUTURE STATION.

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Station site within Natural Heritage System area . Potential impact to species at risk. Further investigation will be undertaken. Flood plain of Ganatsekiagon Creek located adjacent to the site. Potential hydrological impacts.	Red
Social Environment	Property protected for Transitway station	Green
Cultural Environment	No impacts anticipated.	Green
Transitway Operation	Alignment: Substandard grade or large viaduct structure required to accommodate station site due to creek location to west of station. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Red
Accessibility	Vehicular: Site access will be provided via an unsignalized connection from the Future Collector Rd, as well as a right-in/right-out driveway on Rossland Rd for bus-use only. Closely-spaced intersections along south Employment Collector and vehicle queues may hamper left turn exit movements from the site. Alternatively, main access signalized intersection could be on Rossland with bus-only access on South Employment Collector Rd Pedestrian: Walking distance from Rossland Road approximately 150m. Pedestrian crossing would be accommodated at signalized intersection. Transit connectivity: Bus loop would be provided on site. Bus stops would also be provided on Rossland Rd.	Yellow
Site Area	Sufficient area for parking lot (3.2 ha); however, located in environmentally sensitive area. No expansion opportunity at the site. Constrained by a flood plain to the west and Seaton Development plans to the south.	Red
Constructability	Construction can be coordinated with construction of Rossland Rd and South Employment Collector.	Green
Construction Cost	Medium	Yellow

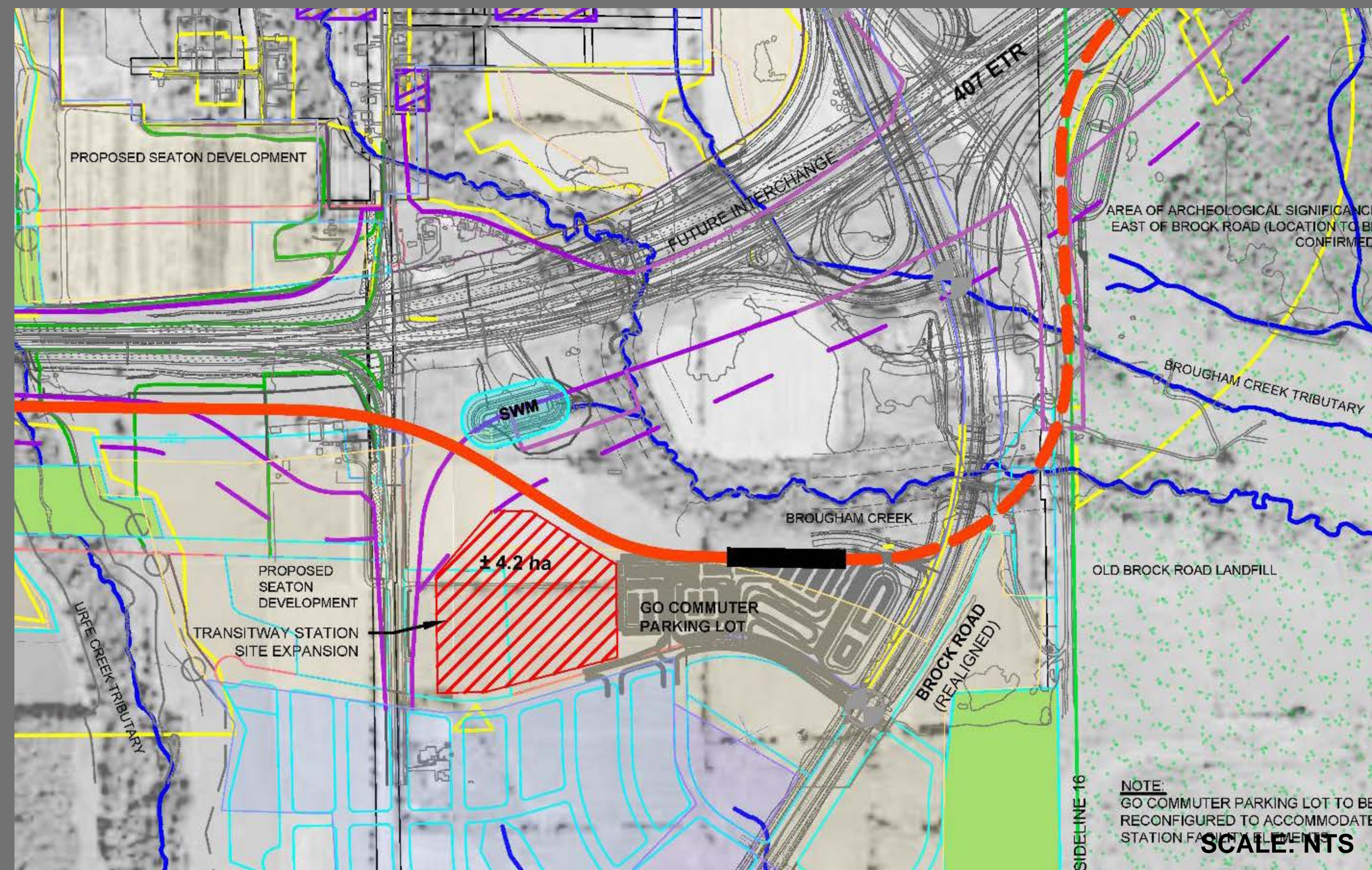
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Station site within Natural Heritage System area. Potential impact to species at risk. Further investigation will be undertaken. A tributary of Urfe Creek, runs just east of station site. Potential hydrological impacts.	Red
Social Environment	Property protected for Transitway station	Green
Cultural Environment	Area of potential archaeological interest.	Yellow
Transitway Operation	Alignment: Overpass viaduct structure likely required to avoid existing pond and watershed issues Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Red
Accessibility	Vehicular: Site access would be provided at an additional signalized intersection on Rossland Rd, located at the south end of the future Highway 407 S-E Ramp. Intersection spacing along Rossland Rd would meet minimum standards. Pedestrian: Walking distance from Rossland Road approximately 250m. Pedestrian crossing accommodated at signalized intersection. Transit connectivity: Bus loop would be provided on site. Bus stops would also be provided on Rossland Rd.	Yellow
Site Area	Sufficient area for parking lot (3.2 ha); however, located in environmentally sensitive area. Expansion not feasible due to natural environmental issues.	Red
Constructability	Construction can be coordinated with construction of Rossland Rd.	Green
Construction Cost	Medium	Yellow



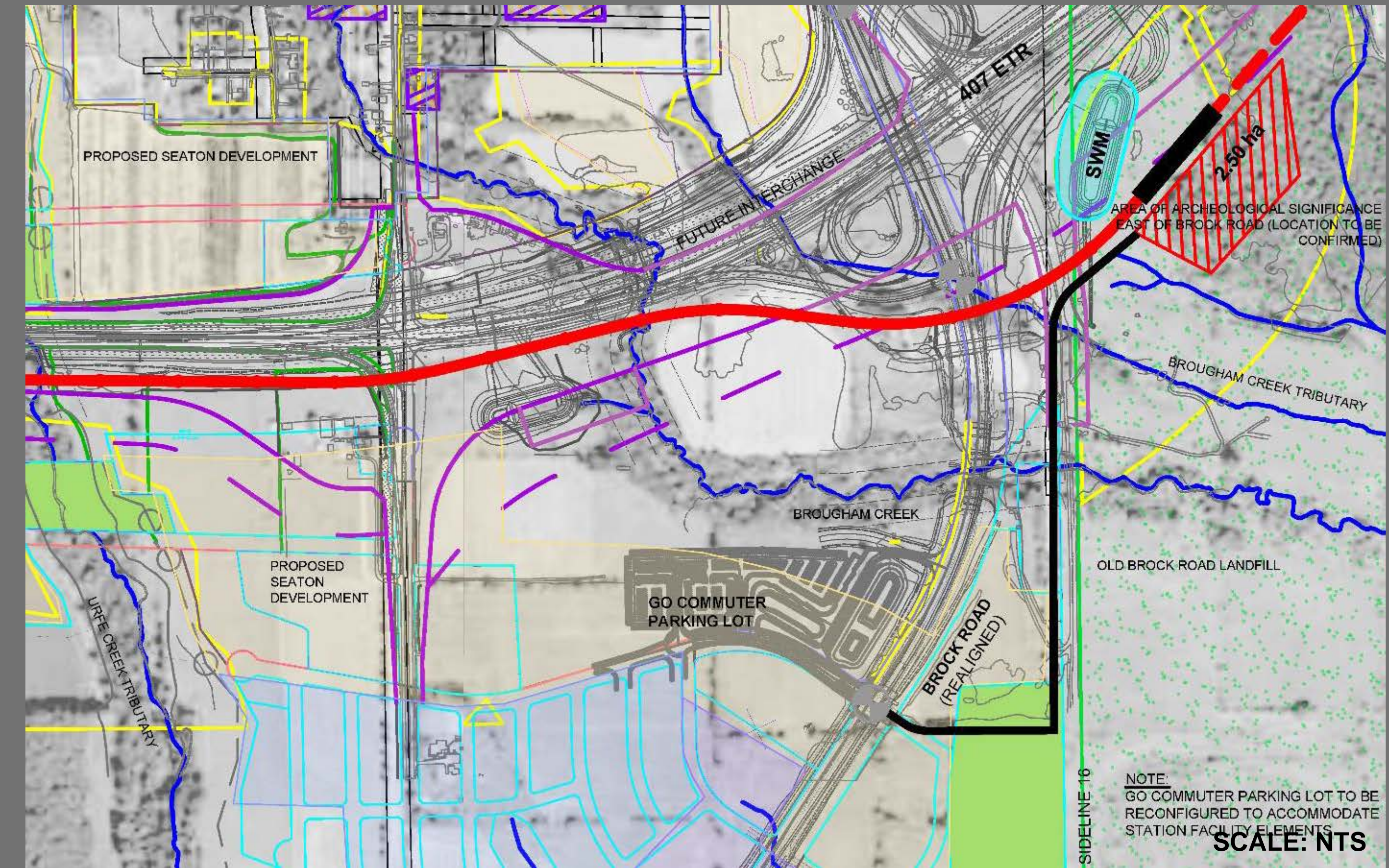
Brock Road Station – Site Alternatives



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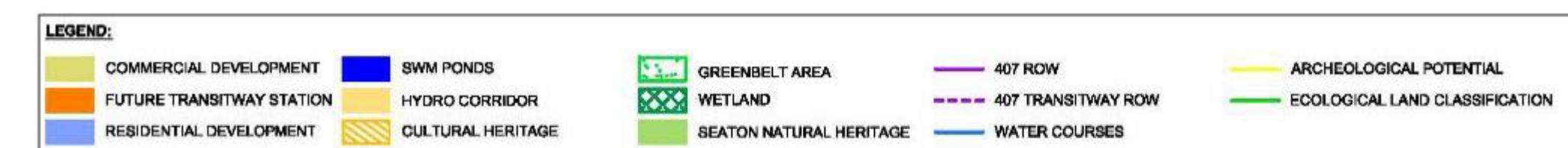


INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

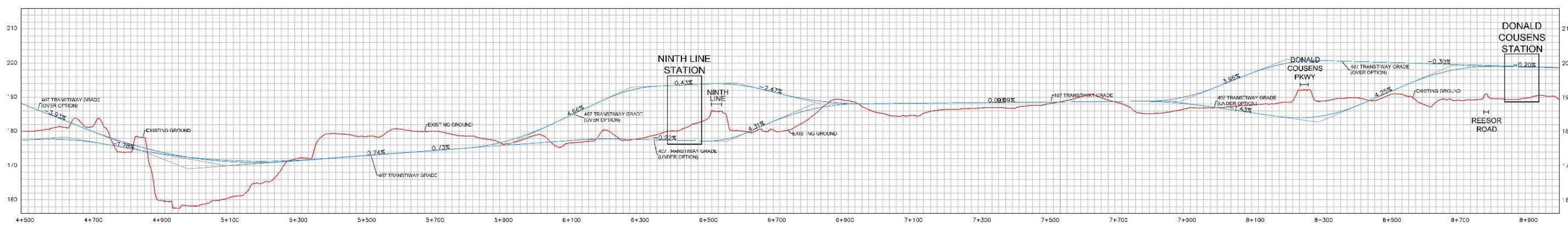
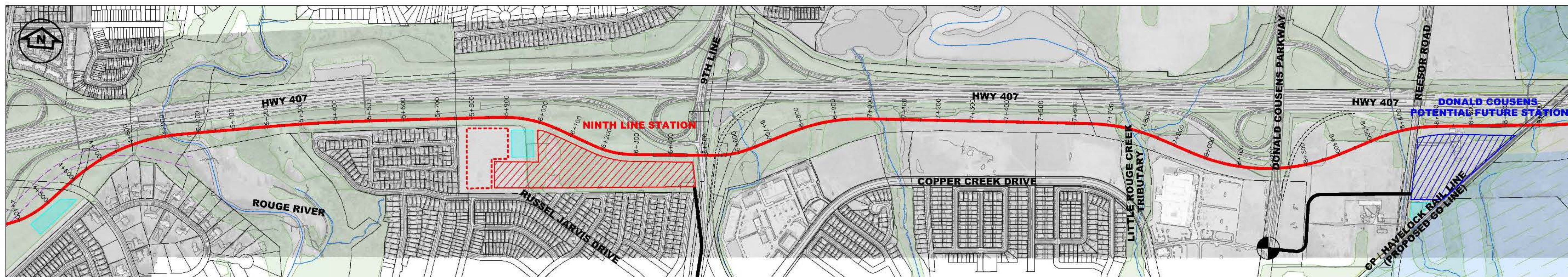
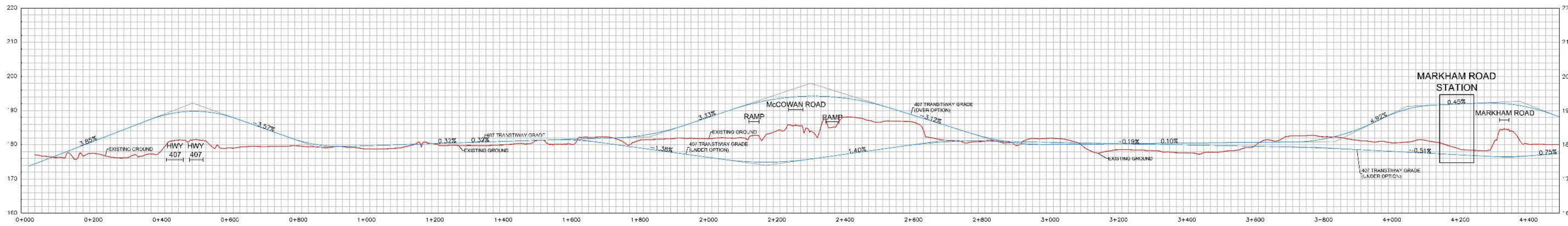
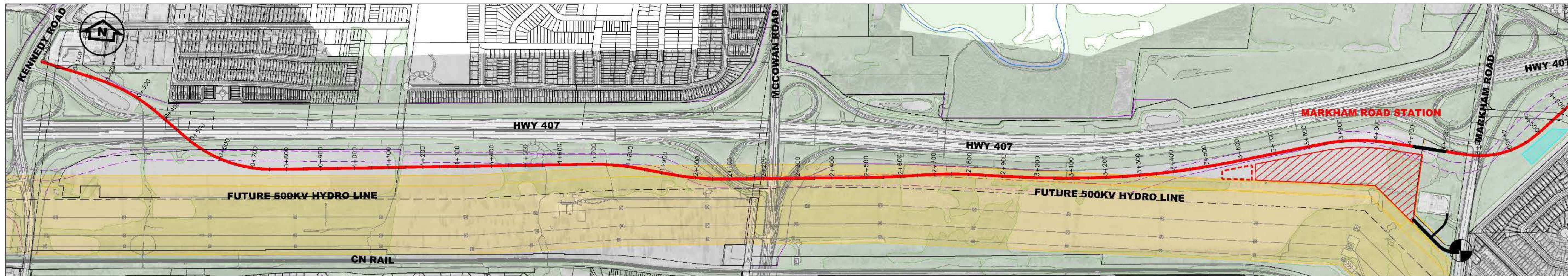
ONLY FEASIBLE SITE IN THE AREA; OPPORTUNITY TO INTEGRATE CAR-POOL LOT (BEING BUILT IN 2016) WITH STATION FACILITY; IT PROVIDES FLEXIBILITY AND CONVENIENCE FOR ADEQUATE TRANSITWAY IMPLEMENTATION STAGING.

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	No significant impacts anticipated	GOOD
Social Environment	Station partially located in lands protected for Seaton Development. Station will be integrated with GO car-pool lot to be built by Fall 2015. West section of the site will be located near proposed residential area to the south. Noise mitigation measures will be assessed.	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Fully at grade alignment possible while Brock Rd is eastern terminal of Transitway facility Implementation: Staged implementation of Transitway with BRT buses operating on 407 ETR would be feasible.	GOOD
Accessibility	Vehicular: Site access will be provided via a proposed collector Rd (approx. 300 m west of Brock Rd). Pedestrian: Walking distance from Brock Rd is approximately 200 m. Transit connectivity: Bus loop will be provided on site. The GO car-pool will be reconfigured to accommodate a transit station concept. A Transitway turnaround will be integrated into the site, as Brock Rd represents the eastern terminus of this section of the Transitway. This station may also be suitable for interlining, where Durham transit vehicles can enter/exit the runningway.	POOR
Site Area	Sufficient area is available to accommodate parking, transit and active transportation needs.	GOOD
Constructability	Construction can be coordinated with construction of Seaton's collector roadway. Station construction just south of an environmentally sensitive area.	POOR
Construction Cost	Medium-High (assuming Transitway terminates west of Brock Rd)	POOR

EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	The station is located in an area of high ecological sensitivity, which forms part of Protected Countryside/Natural Heritage System. Impacts to wetland and forest areas. Potential winter deer habitat.	POOR
Social Environment	Area includes permanently inundated sections, groundwater seepage, requiring extensive drainage measures Acquisition of private (rural) lands potentially required.	POOR
Cultural Environment	Area of archaeological interest (2.5 ha).	POOR
Transitway Operation	Alignment: Very long and high viaduct structure required to cross creek, Brock Rd and Sideline 16. Implementation: This station is not suited for staged implementation, as travel distance to the interchange would be very long	POOR
Accessibility	Vehicular: Site access would be provided at a planned signalized intersection on Brock Rd and the existing alignment of Sideline 16 (length of access road approximately 1.2 km). Pedestrian: Walking distance from Brock Rd is approximately 300 m. Transit connectivity: A bus loop will be provided adjacent to the station; however, reducing the parking capacity of a restricted area. The station may be suitable for interlining, where local transit vehicles can enter/exit the runningway.	POOR
Site Area	The station area (2.5 ha) is insufficient for a complete facility. No opportunity for expansion.	POOR
Constructability	Station site is located in environmentally and culturally sensitive area, requiring extensive mitigation measures.	POOR
Construction Cost	Very High	POOR



Plan / Profile Drawing

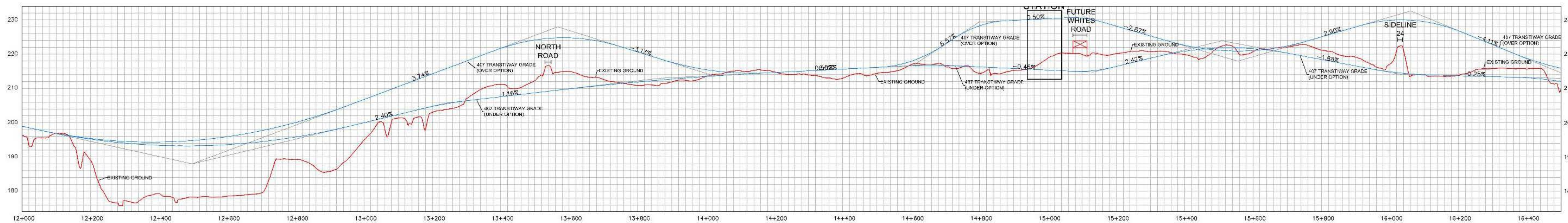
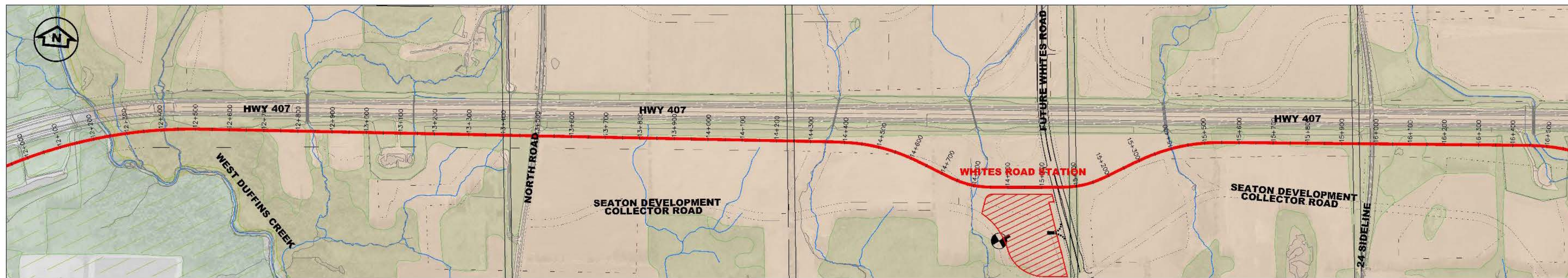
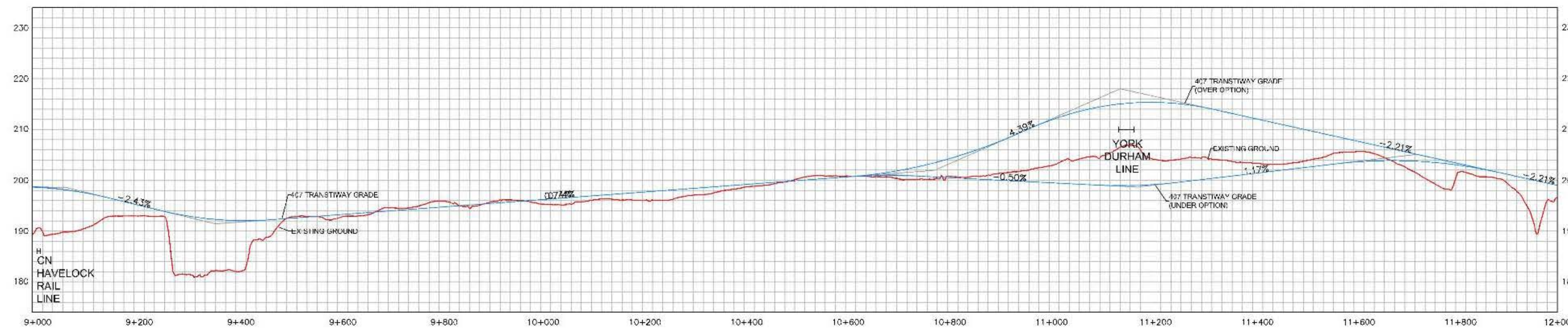
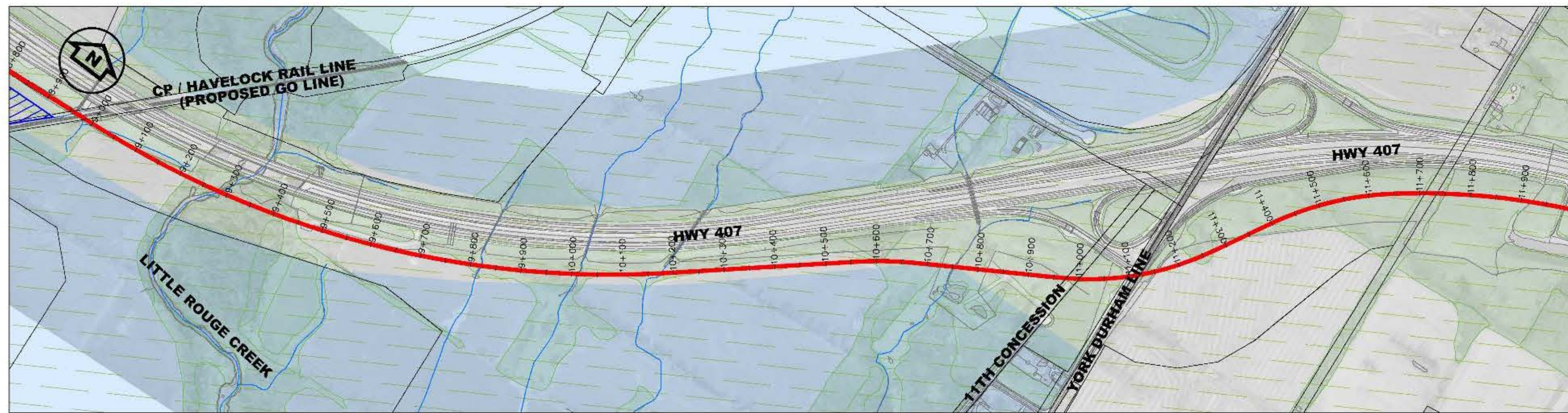


LEGEND

- SEATON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW
- 407 TRANSITWAY ROW

SCALE
NOT TO SCALE

Plan / Profile Drawing

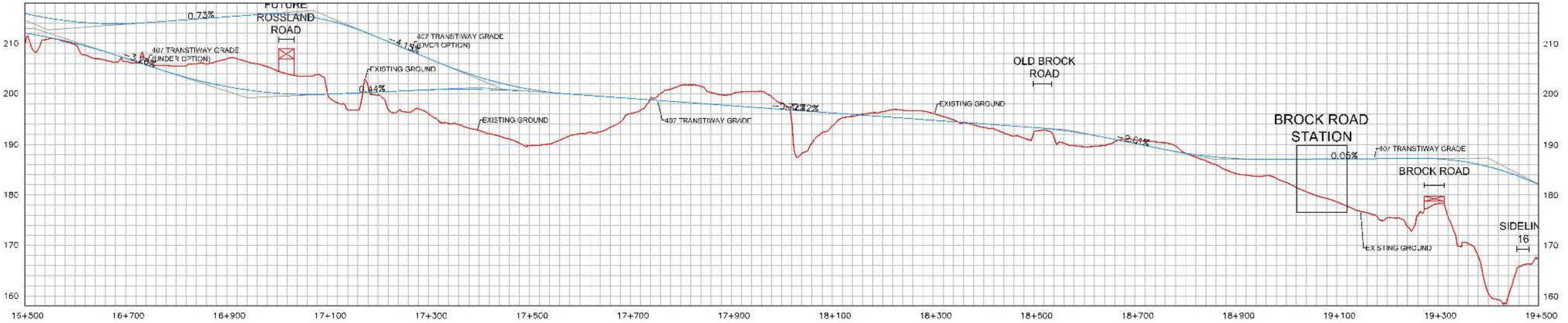
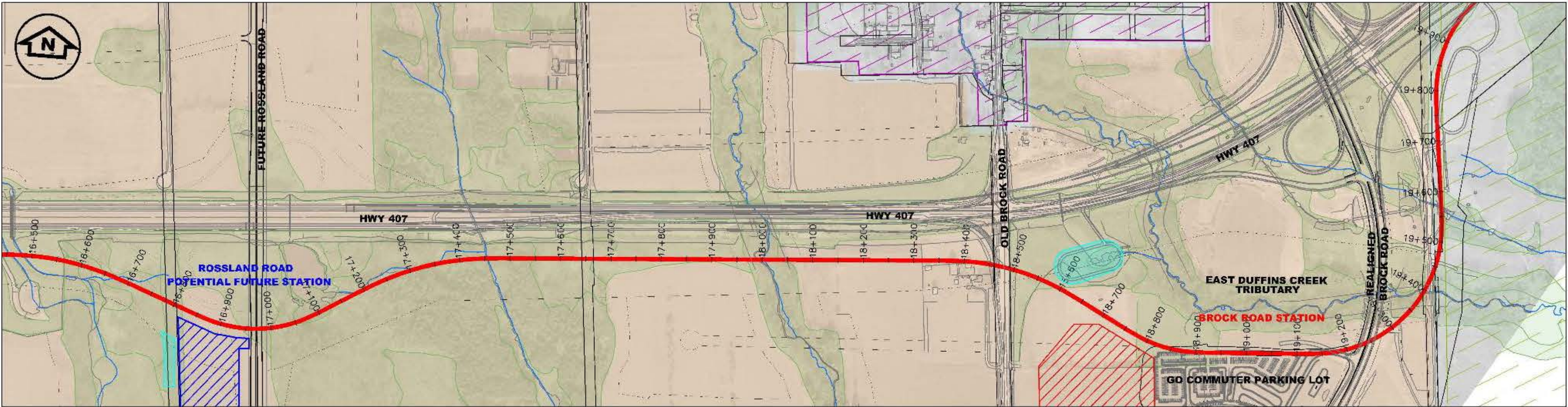


LEGEND

- SEATON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW
- 407 TRANSITWAY ROW

SCALE
NOT TO SCALE

Plan / Profile Drawing

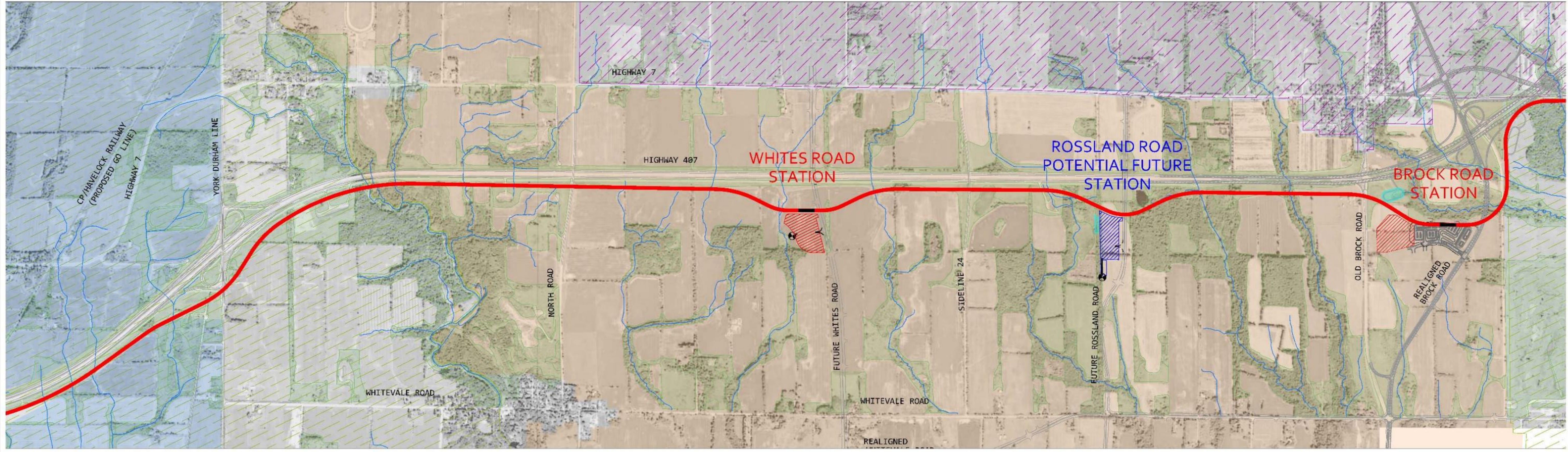
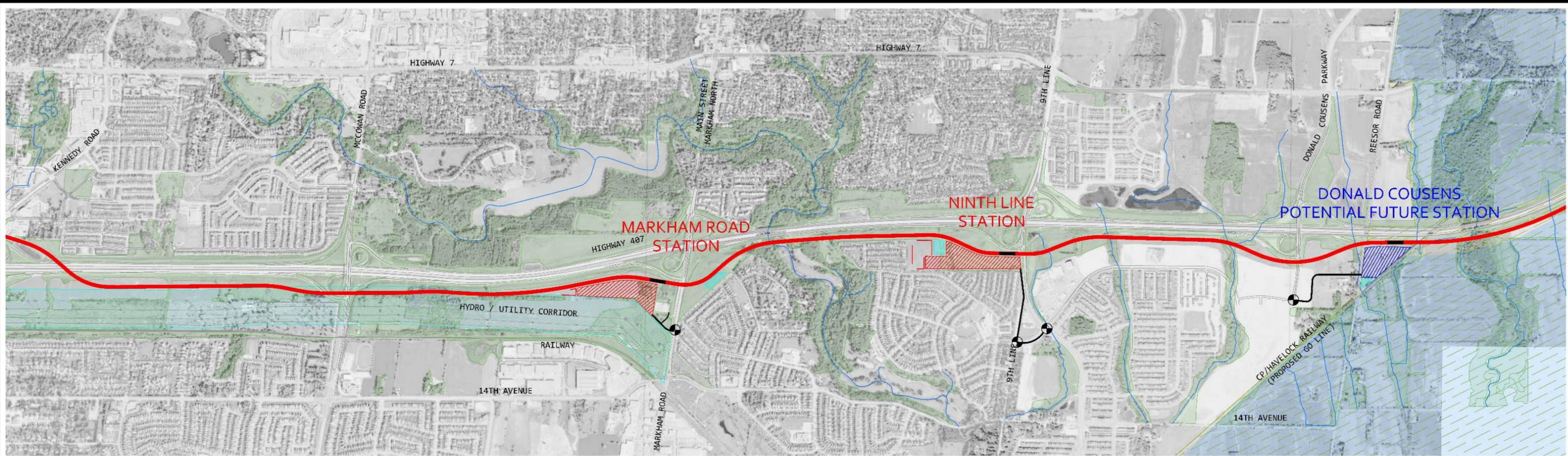


LEGEND

- SEASON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW

SCALE
NOT TO SCALE

Preferred Transitway Configuration



PARSONS | **IBI**

LEGEND

ROUGE PARKLANDS	PROPOSED SEATON DEVELOPMENT NEIGHBOURHOODS	PROPOSED ALIGNMENT AND STATIONS	CREEKS
GREEN BELT	HYDRO CORRIDOR	NATURAL COVER	PICKERING AIRPORT SITE

407 TRANSITWAY - KENNEDY RD TO BROCK RD

J:\DRAFT\4072 - 407 Transitway, Phase 2\ITIS General\02 - Drawings\01 - CAD\Key Map (reduced Stations) - 2015.01.21.dwg
 Amy Mann, March 27, 2015

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.

Comments and information regarding this study are being collected to assist the MTO in carrying out the study and meeting the requirements of the *Ontario Regulation 231/08 Transit Project & Metrolinx Undertakings*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the project team if you have questions or concerns regarding this study.

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Toronto, Ontario, M3M 1J8
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E-mail: tarita.diczki@ontario.ca

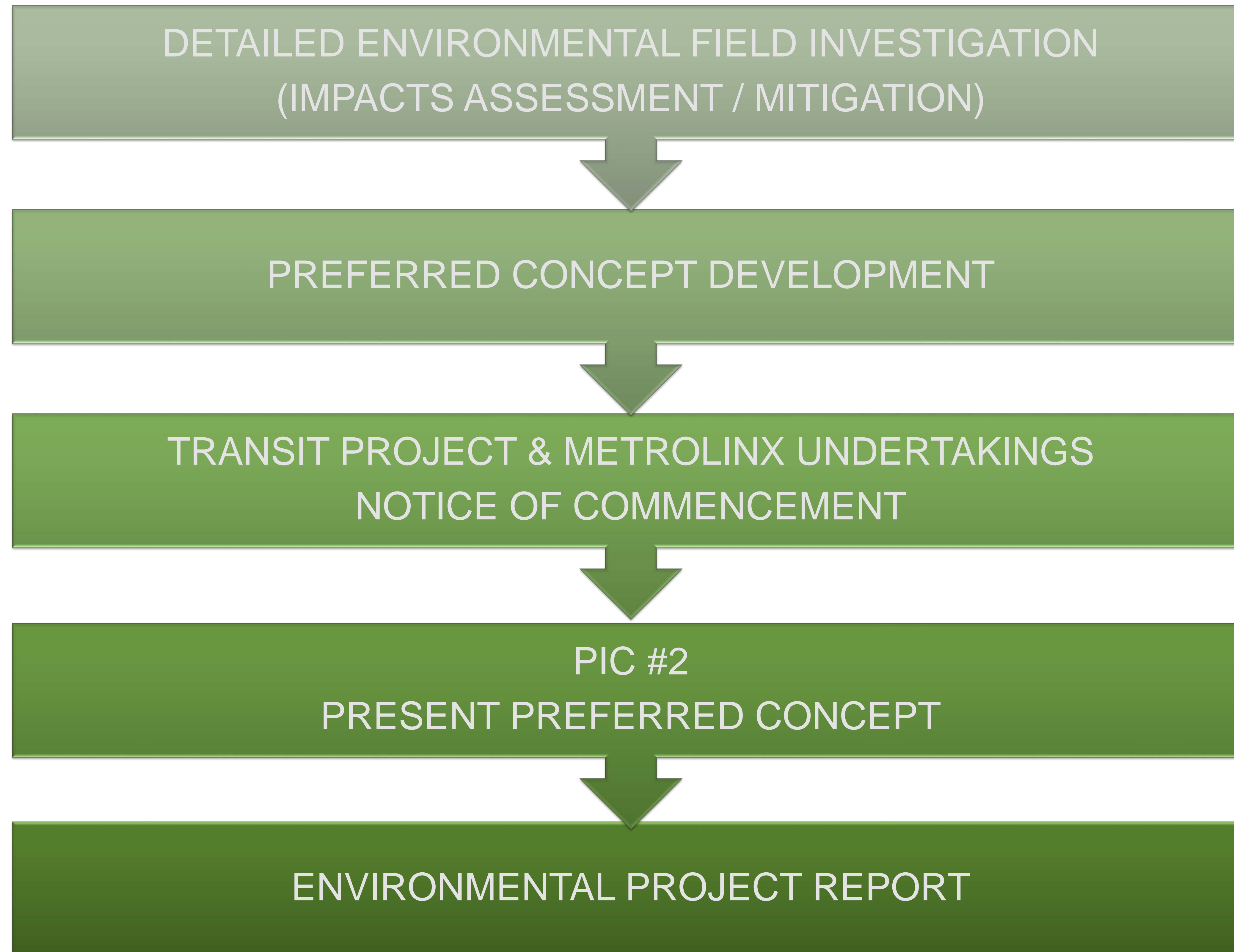
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E-mail: gkauffman@lgl.com

Thank you for your participation in this project.

SPRING
2015



WINTER
2015/2016

407 TRANSITWAY

EAST OF KENNEDY ROAD TO BROCK ROAD

PUBLIC INFORMATION CENTRE #2



MARKHAM PUBLIC INFORMATION CENTRE

Date: June 23, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Rd
Markham, Ontario L3P 3J3

PICKERING PUBLIC INFORMATION CENTRE

Date: June 22, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Claremont Community Centre
Lions Room
4941 Old Brock Road
Pickering, Ontario L1V 7E2

PROJECT WEBSITE: 407Transitway.com



- The first Public Information Centre (PIC #1) was held in April 2015 to introduce the study and to present the results of the Planning Phase, including the technically preferred station sites and route.
- Since PIC #1, comments from the public were considered, detailed field investigations and technical studies were conducted and consultation with regulatory agencies was carried out to develop the preliminary design of the 407 Transitway.
- The purpose of this PIC (PIC #2) is to present and receive input on:
 - The preliminary design of the technically preferred stations and alignment;
 - Potential environmental impacts and mitigation measures; and,
 - The Transit Project Assessment Process including major milestones, next steps and study schedule.
- Members of the Study Team are available to discuss the project with you. Please feel free to ask questions and fill out a comment sheet.
- You may also visit us at **407Transitway.com**

What is the 407 Transitway?



- Exclusive corridor, fully grade separated rapid transit (Bus Rapid Transit or Light Rail Transit) parallel to Highway 407.
- The 407 Transitway will connect Burlington to Oshawa, a length of 150 km, with up to 50 surface stations.
- Project limits are East of Kennedy Road to Brock Road spanning a total distance 18 km with 4 to 8 stations.
- The 407 Transitway Environmental Assessment (to Preliminary Design) Highway 400 to East of Kennedy Road (Central Section) has received environmental approvals.
- The 407 Transitway Brock Road to Highway 35/115 has received Environmental Assessment Route Planning acceptance.



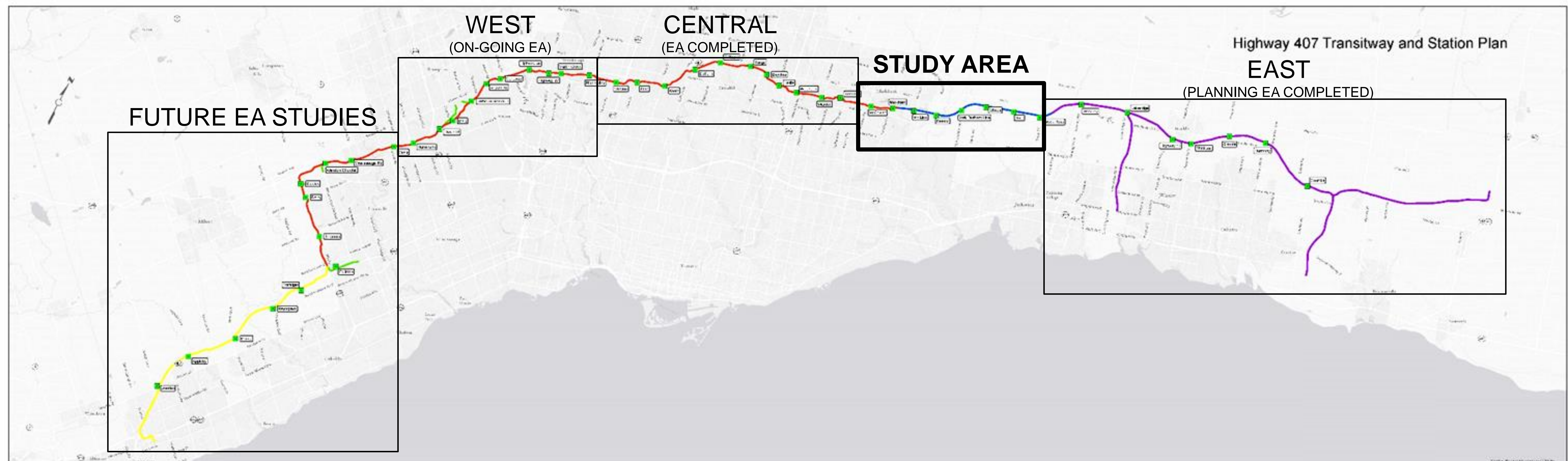
Ottawa BRT



Brisbane BRT

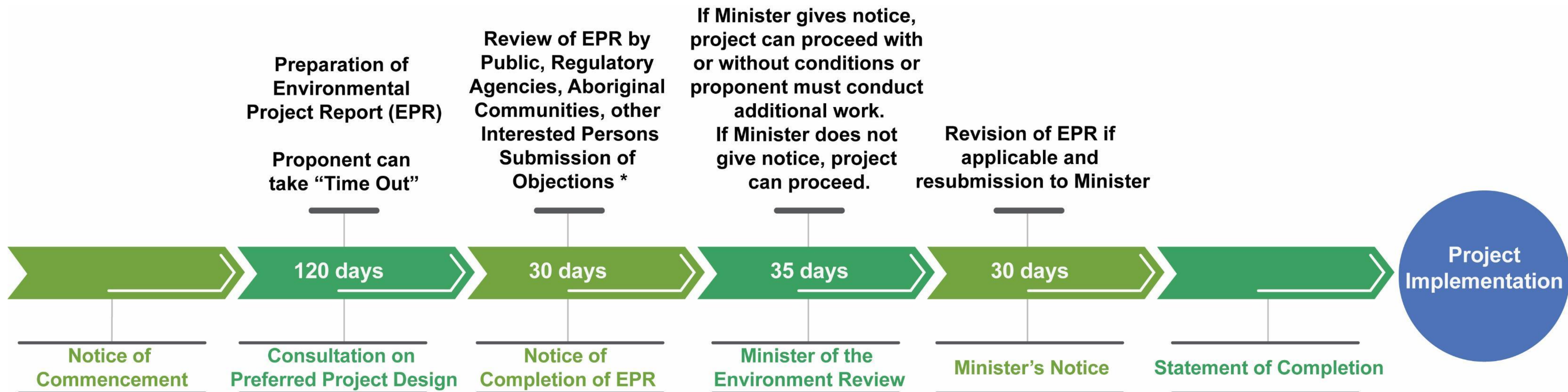
Examples of BRT Systems

- Enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand.
- Offer a viable, cost-effective way of moving people in the Highway 407 corridor.
- Improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other nodes of high demand, such as: Vaughan City Centre, Richmond Hill Centre and Markham Centre, future Seaton Development, York University, Humber College, University of Ontario Institute of Technology, Durham College, Pearson International Airport, potential future Pickering Airport.
- Improve integration with regional transportation network – connection to Spadina Subway, future Yonge Subway, GO Milton; Barrie, Richmond Hill and Stouffville rail lines; TTC, Peel, York and Durham Transit.
- Reduce automobile dependence and green house gas emissions.
- Identify land protection requirements for Transitway infrastructure.



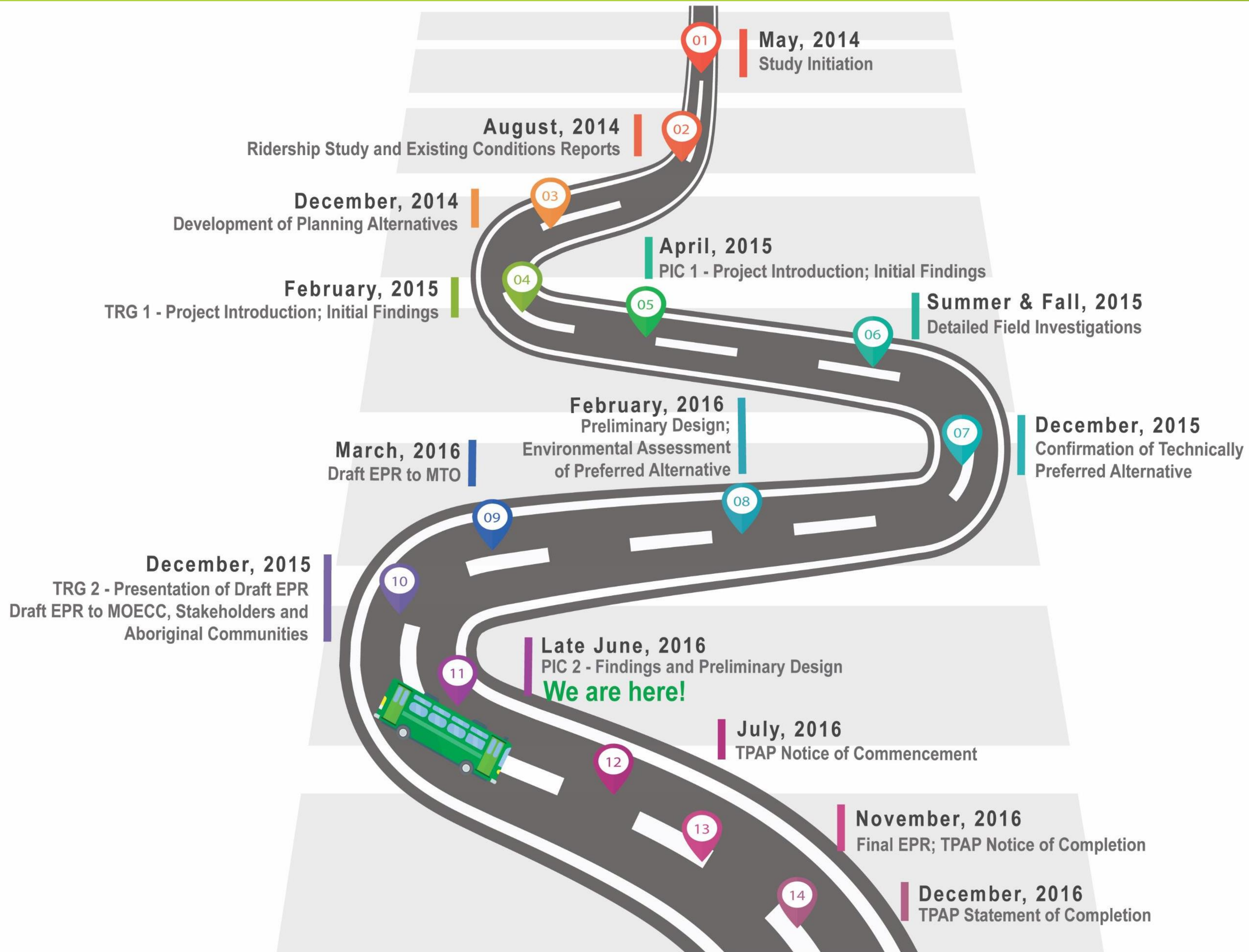
407 Transitway Complete Configuration

The 407 Transitway study was developed in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings – Transit Project Regulation) under the *Environmental Assessment Act*. The outline of the Transit Projects Assessment Process is presented below:



* If an objection is made, the Minister of the Environment and Climate Change (MEOCC) can only act if there is a potential negative impact on a matter of provincial importance relating to the natural environment, or cultural heritage value or interest, or a constitutionally protected Aboriginal or treaty right.

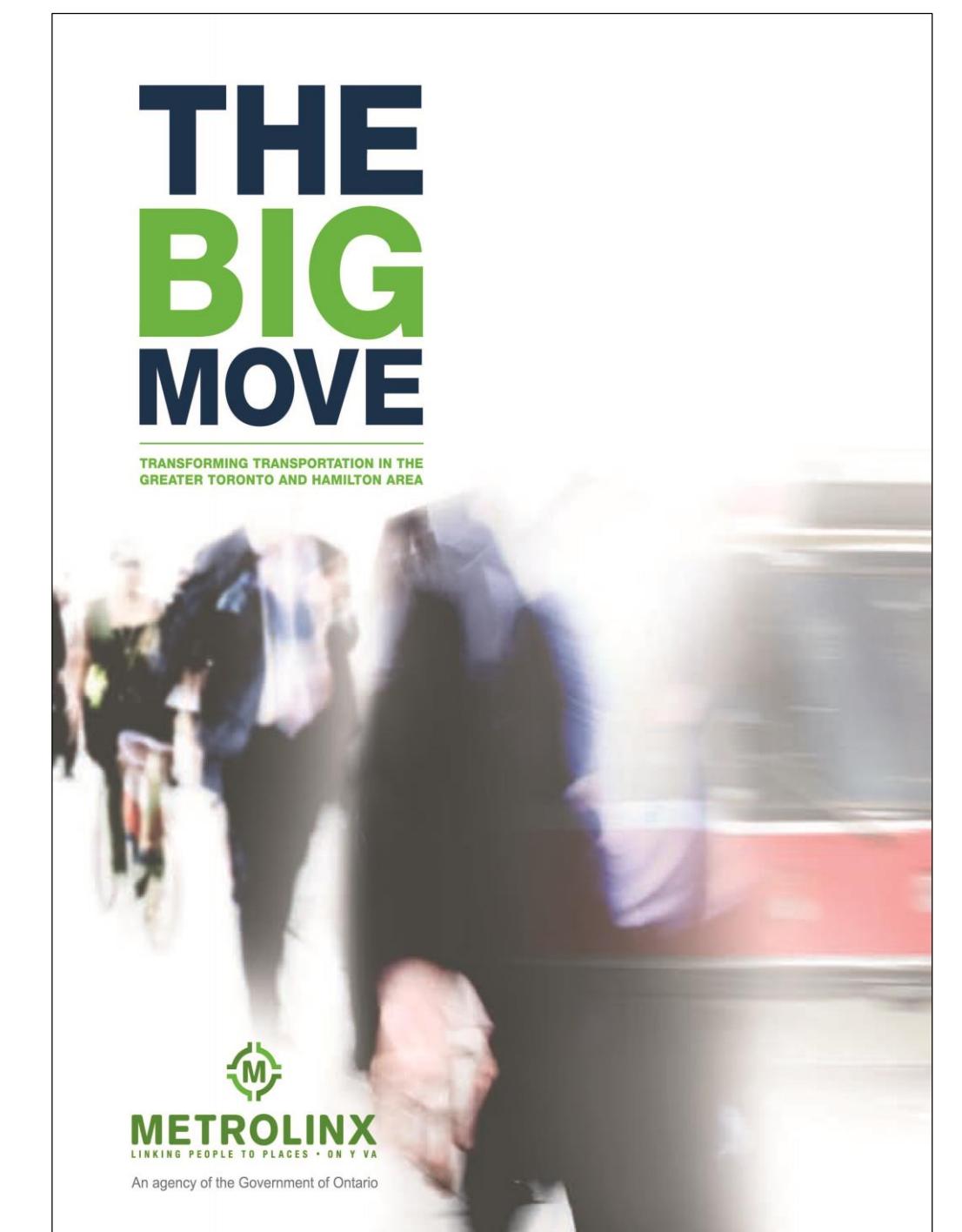
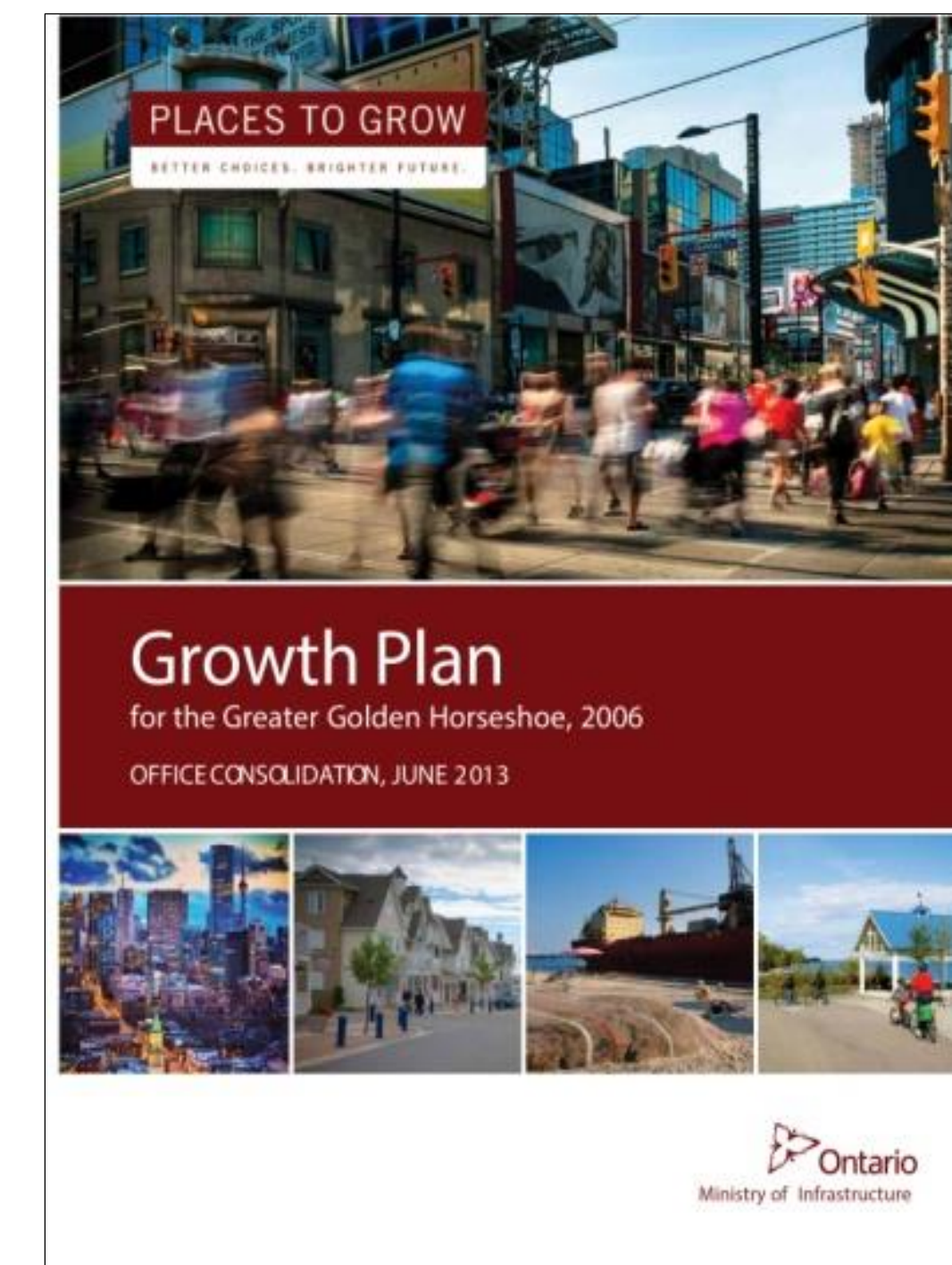
Schedule



What is Driving This Study?



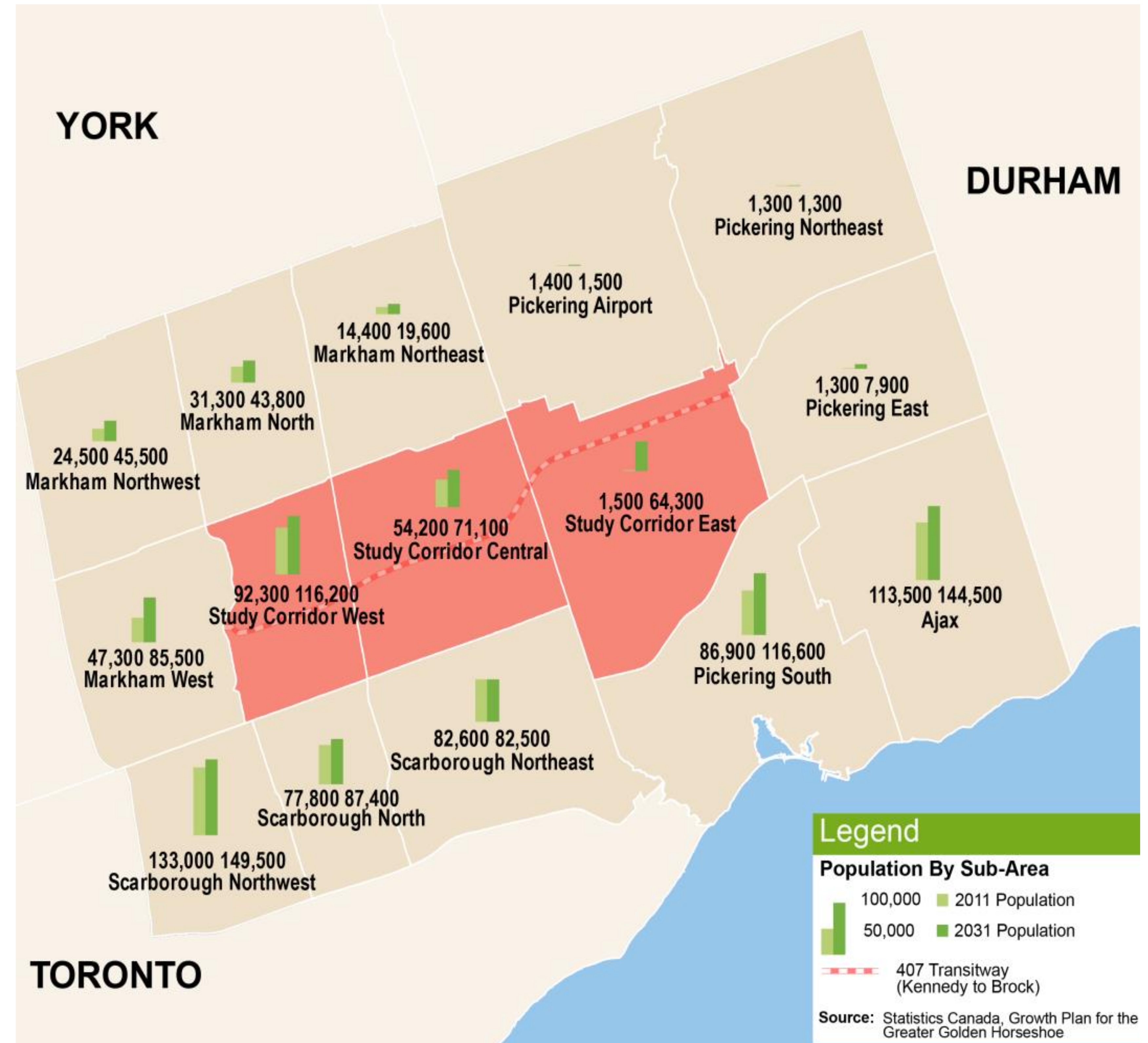
- Rapid transit on the 407 Transitway will support Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) policies
- The 407 Transitway was identified in *The Metrolinx Big Move Plan* as a critical component of the regional transportation network connecting Durham, York, Peel and Halton Regions
- A number of emerging developments in Durham and York Region will support base ridership and benefit from rapid transit service including:
 - The Seaton Community in Northern Pickering which is anticipated to add 30,000 jobs and 70,000 residents
 - A future York University campus in Markham with projected enrollment of 10,000-20,000 students
 - The proposed Pickering Airport which is directly adjacent to the 407 Transitway
 - Residential and employment development that will occur along the future Highway 407 East from Brock Road to Highway 35/115



Corridor Growth

- Net out-commuting in Durham Region will drive demand on the 407 Transitway.
- From 2011 to 2031, Durham Region will grow by 339,000 people and 114,000 jobs.
- By 2031, 52,000 new Durham workers will commute to jobs outside of Durham Region, largely in York and Toronto.
- Congestion is projected to increase significantly in the 407 corridor.

Study Area Totals:
 2011: 148,000
 2031: 251,600
 11-31 Growth: 70%



Source: Provincial Growth Plan

Service Concept

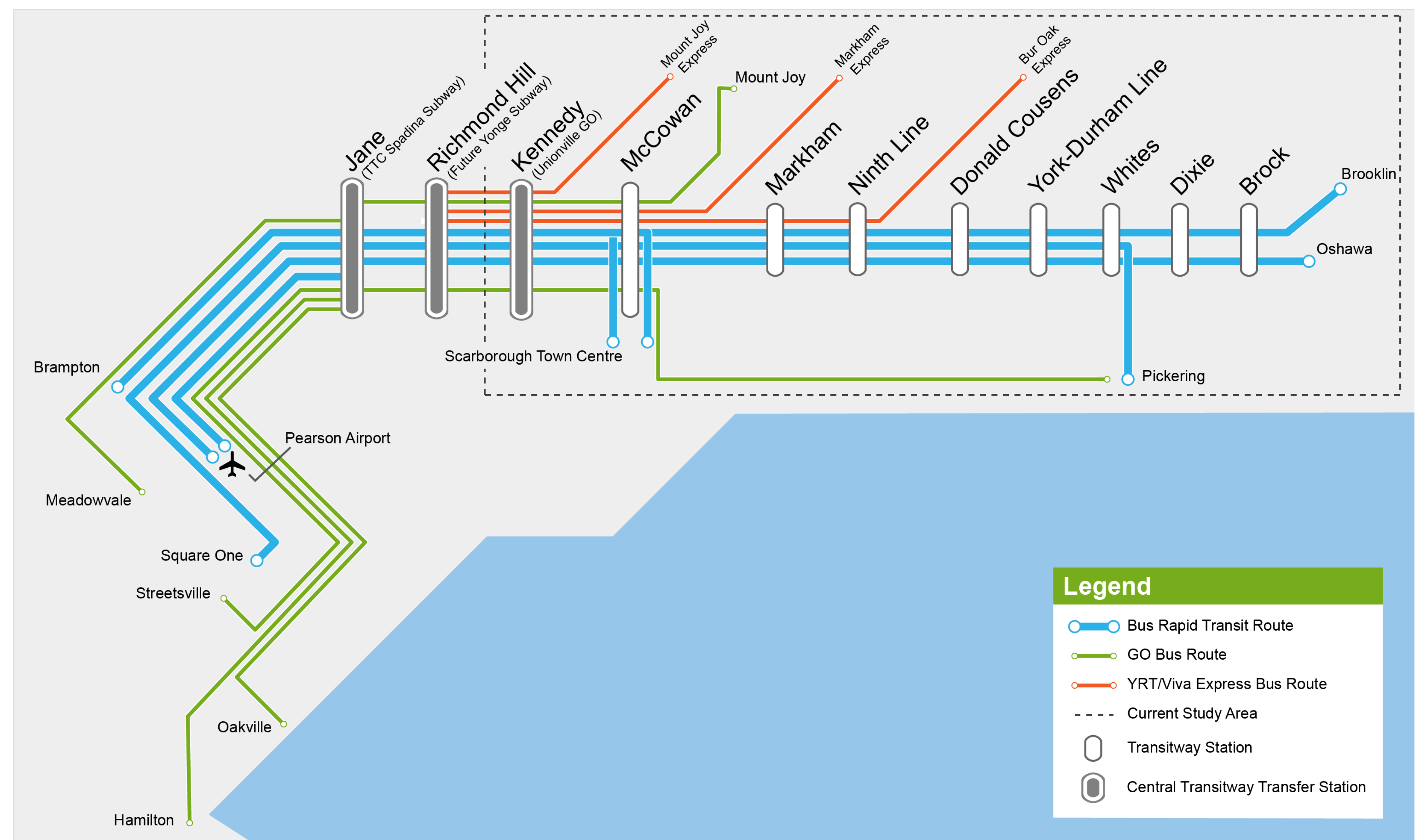
- **Spine services** – line haul services that operate exclusively on the Transitway including some express services
- **No-transfer services** –rides between major nodes and residential areas. Routes include portions both on and off the Transitway (interlining)

Durham nodes served by Transitway

- Urban Growth Centres (Pickering, Downtown Oshawa)
- Post Secondary Institutions (UOIT, Durham College)
- Residential and employment areas in North Durham (Seaton, Brooklin)
- Pickering Airport

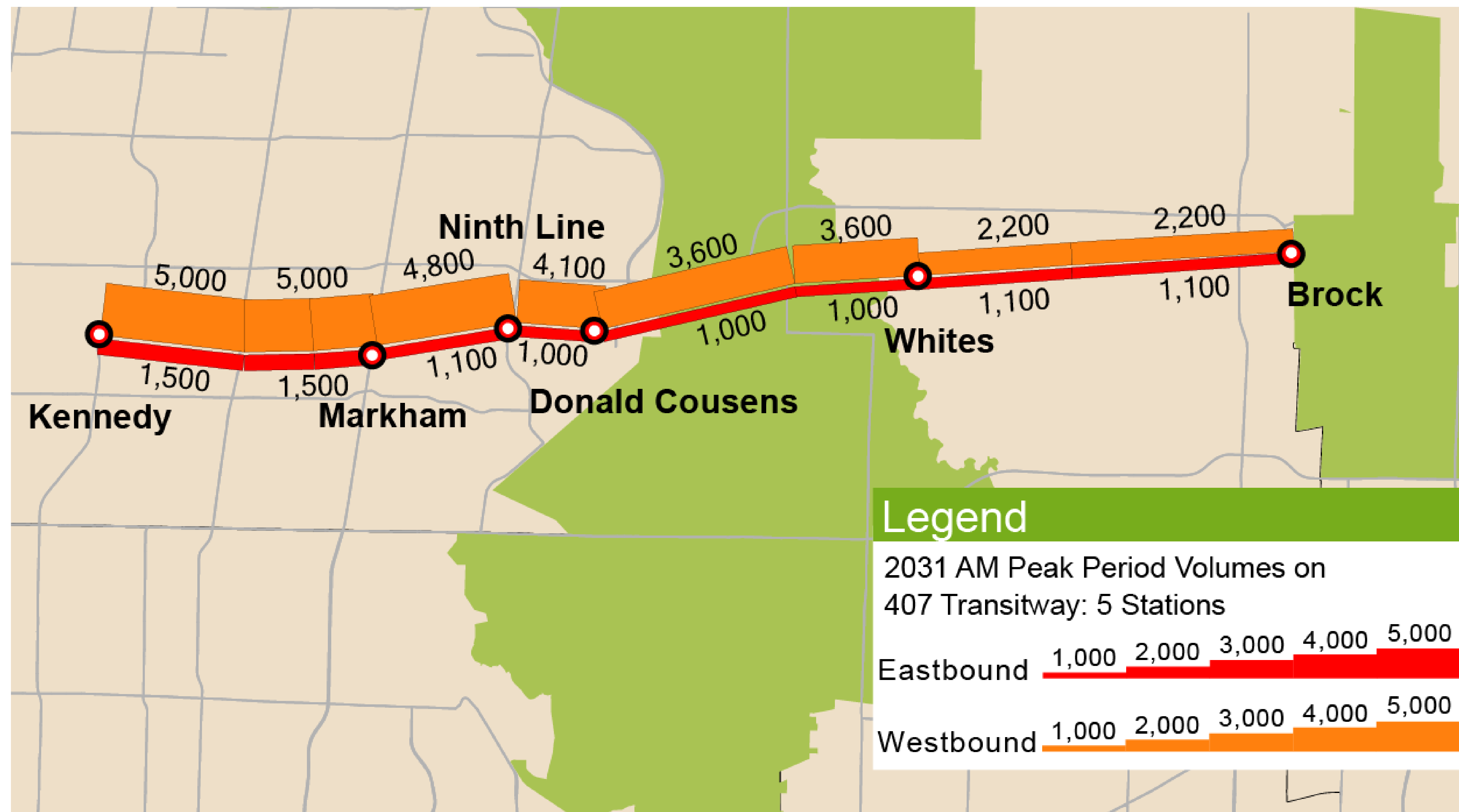
York nodes served by Transitway

- Urban Growth Centre (Markham)
- Employment Centres (Markham Centre, Main Street Markham BIA, south of the 407 in Scarborough)
- Residential Areas of Markham (Mount Joy, Quantztown, Unionville, Milliken)

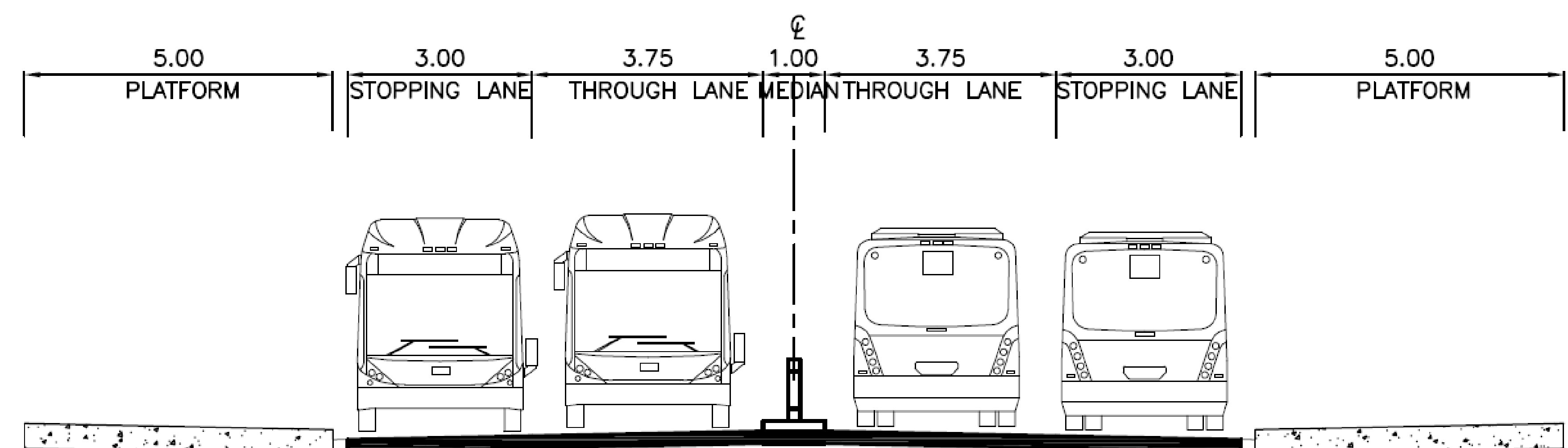
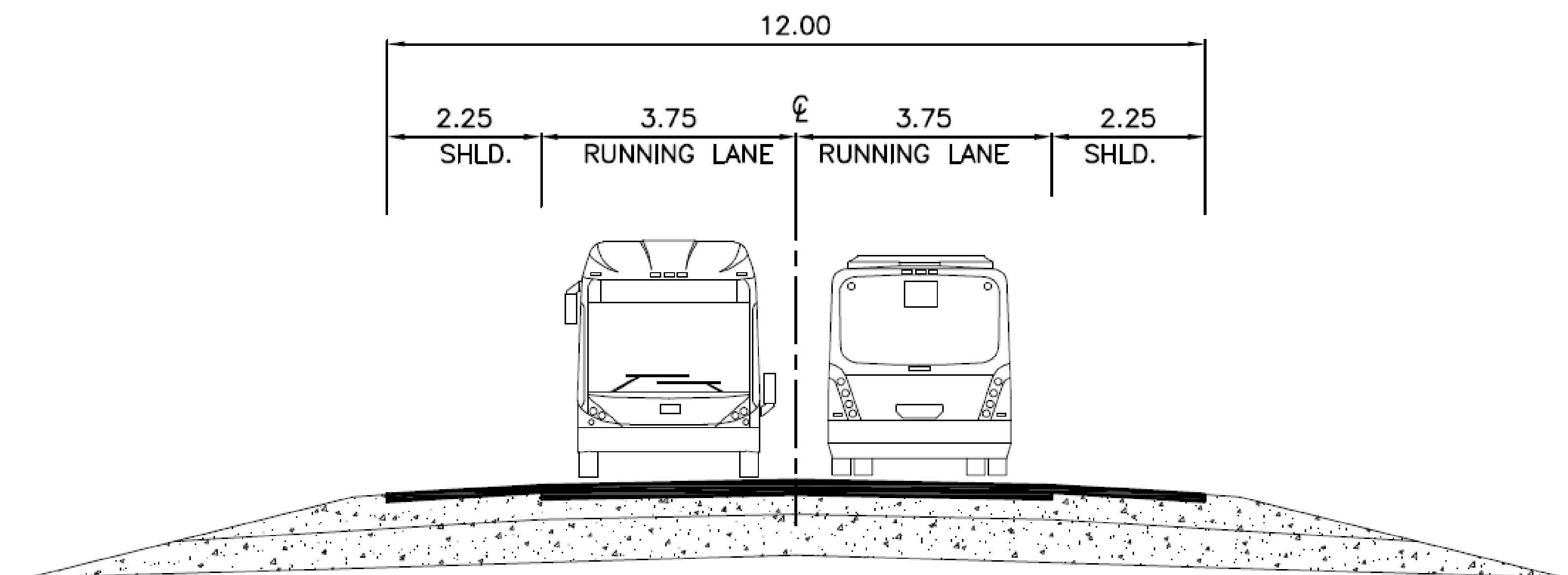


Ridership Forecasts (excluding Kennedy Station)

- 7,100 peak period riders (7:00 to 9:00 a.m.)
- Approximately 60 buses per hour in peak direction
- Ridership similar to other priority bus corridors (e.g. Viva Blue on Yonge Street)

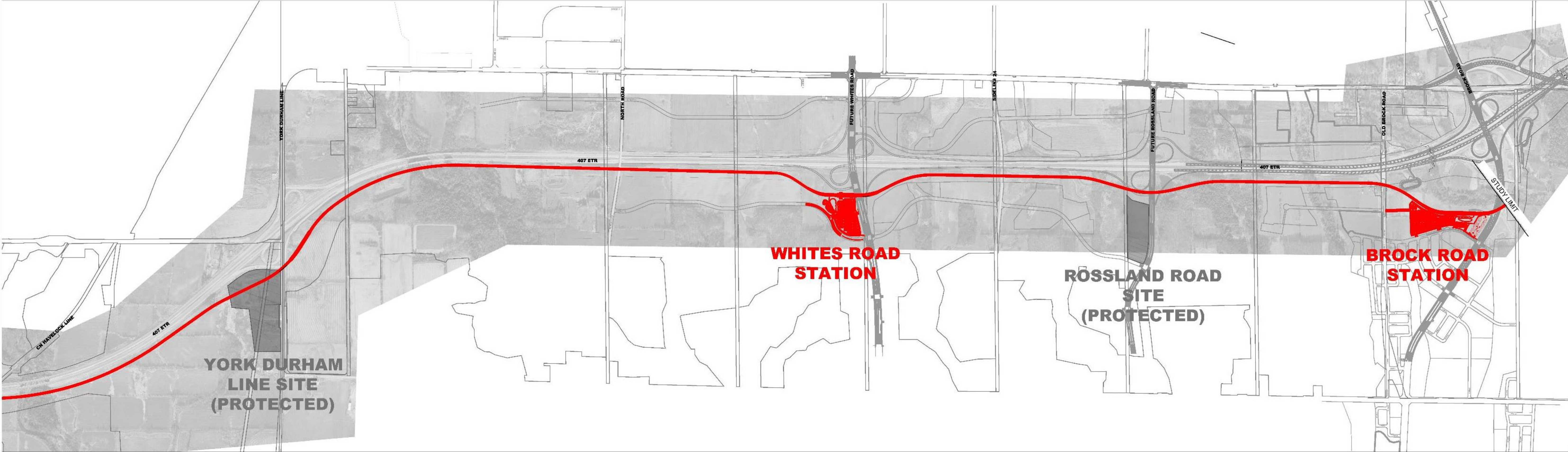
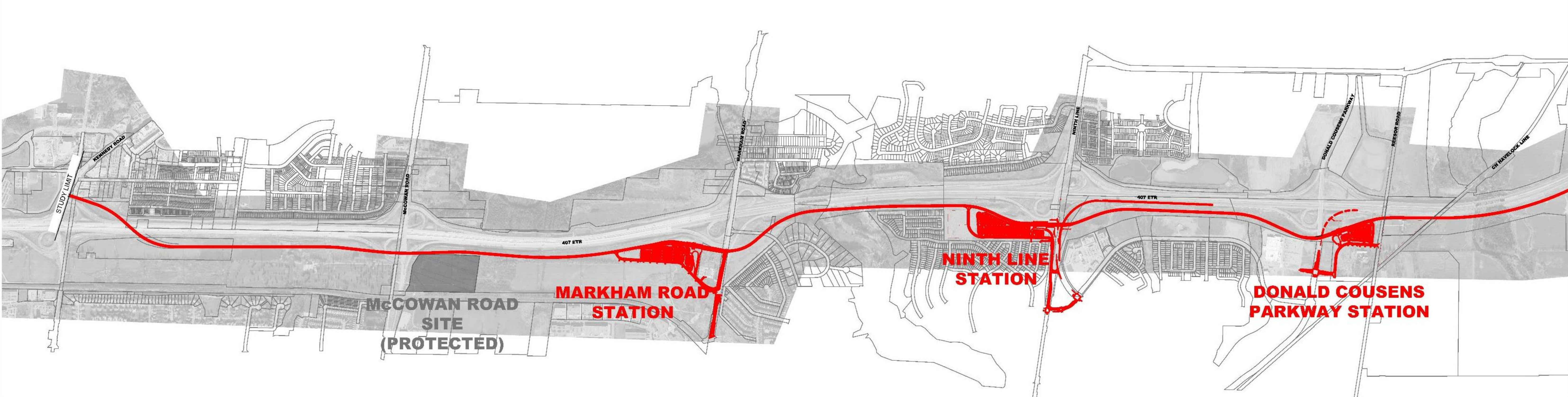


- The design will protect for BRT or LRT operation.
- Infrastructure includes runningway (accommodating both BRT & LRT standards), and stations (park and ride, passenger pick-up/drop-off and transit interface facilities).
- Runningway BRT cross-section
 - Between Stations – 12 m
(2 x 3.75m lanes + 2 x 2.25m shoulders)
 - Through Stations – 14 m
(2 x 3.75m lanes + 2 x 3m stopping lanes)
- 11 Overpasses & 6 Underpasses

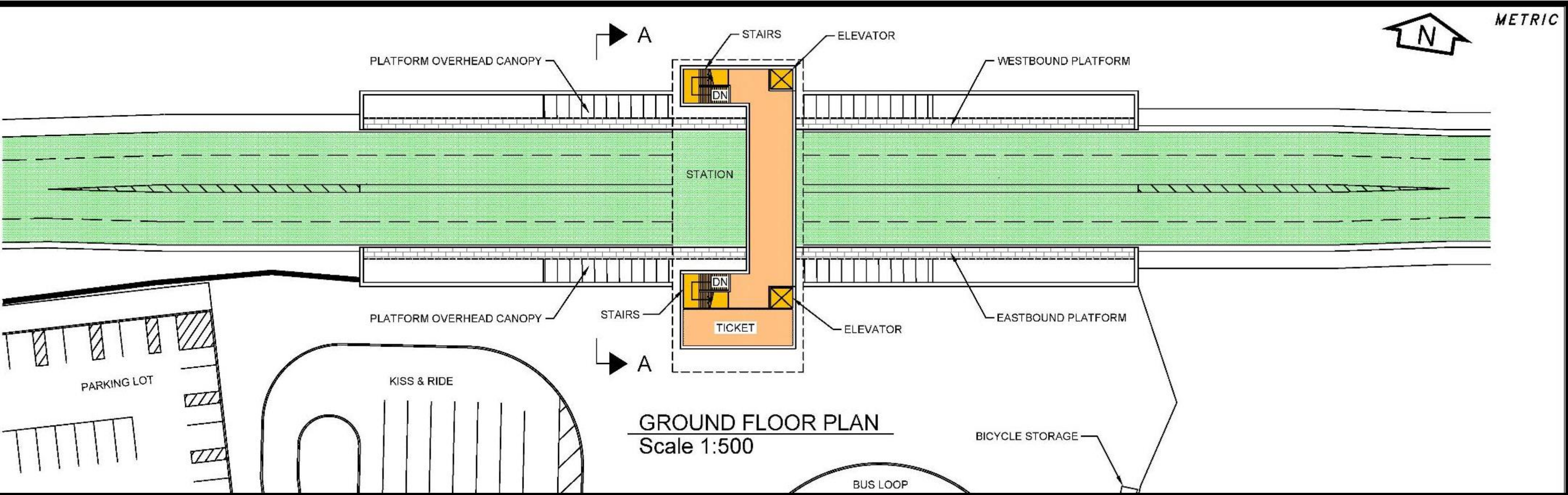
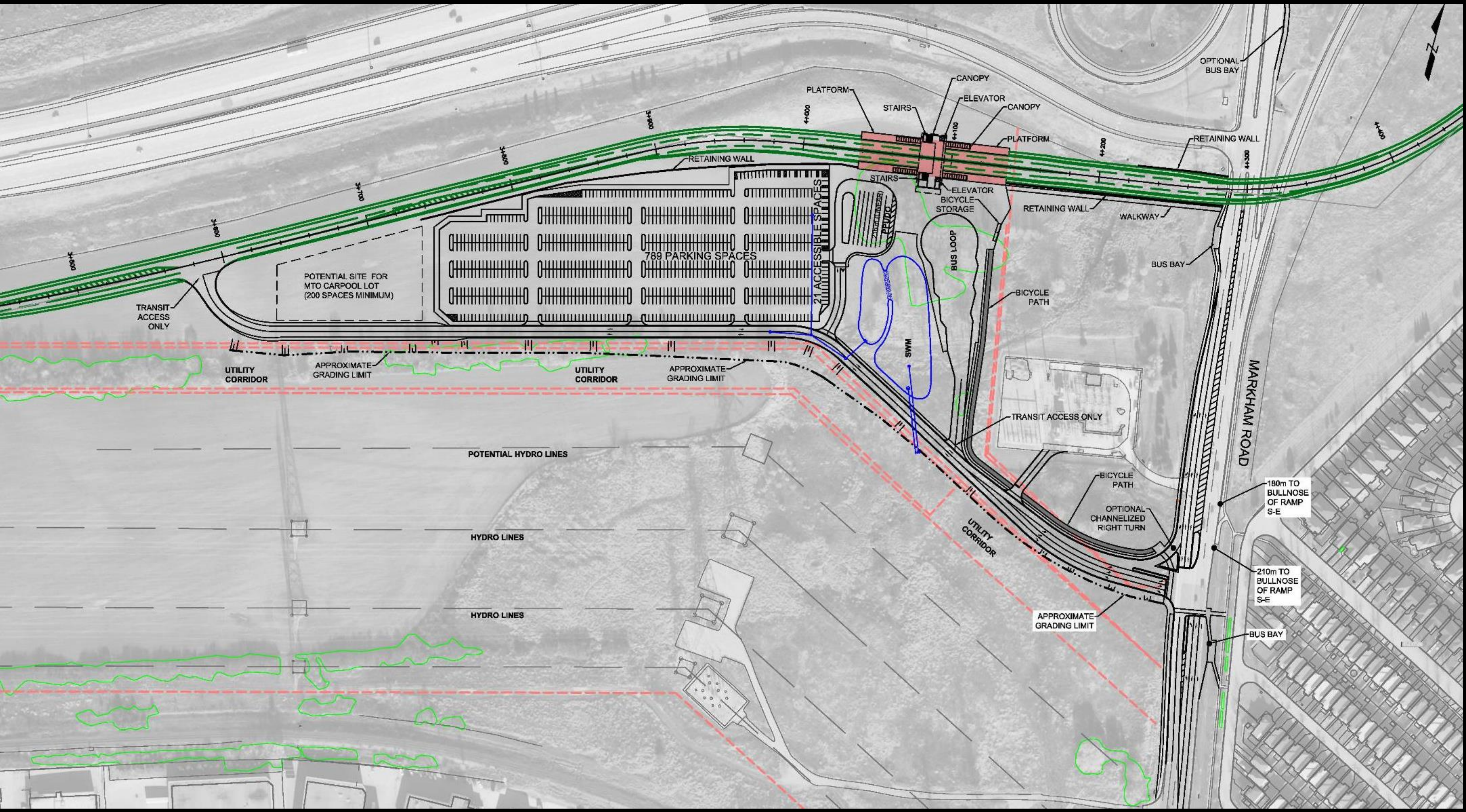


Example of a BRT System

Preferred Alignment and Station Configuration



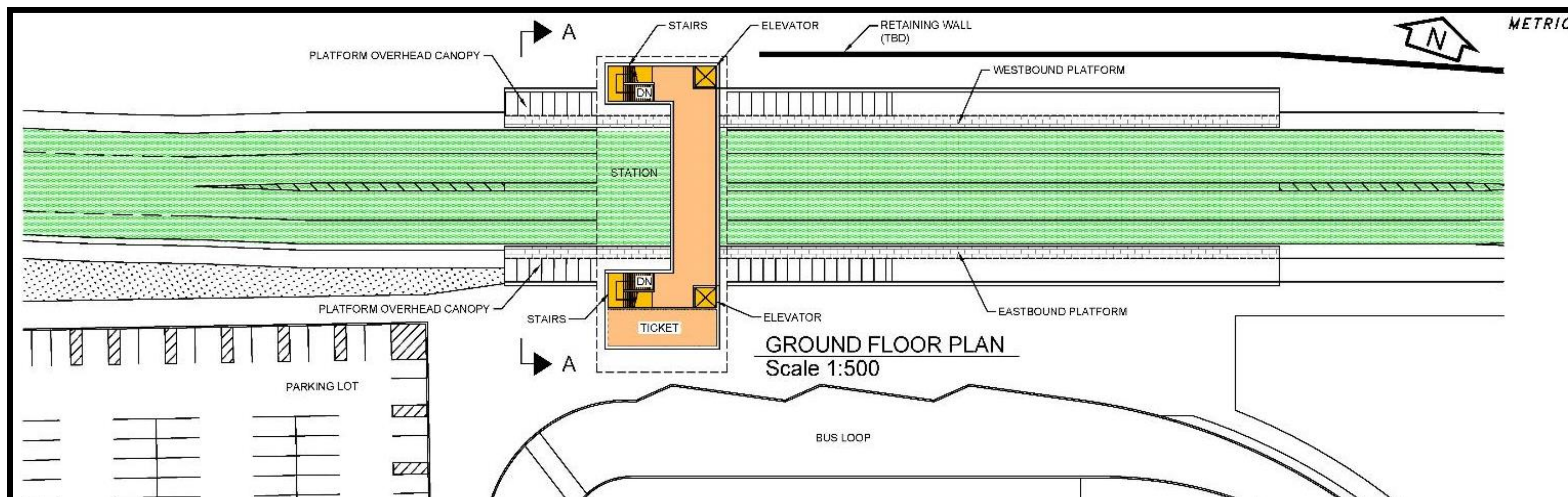
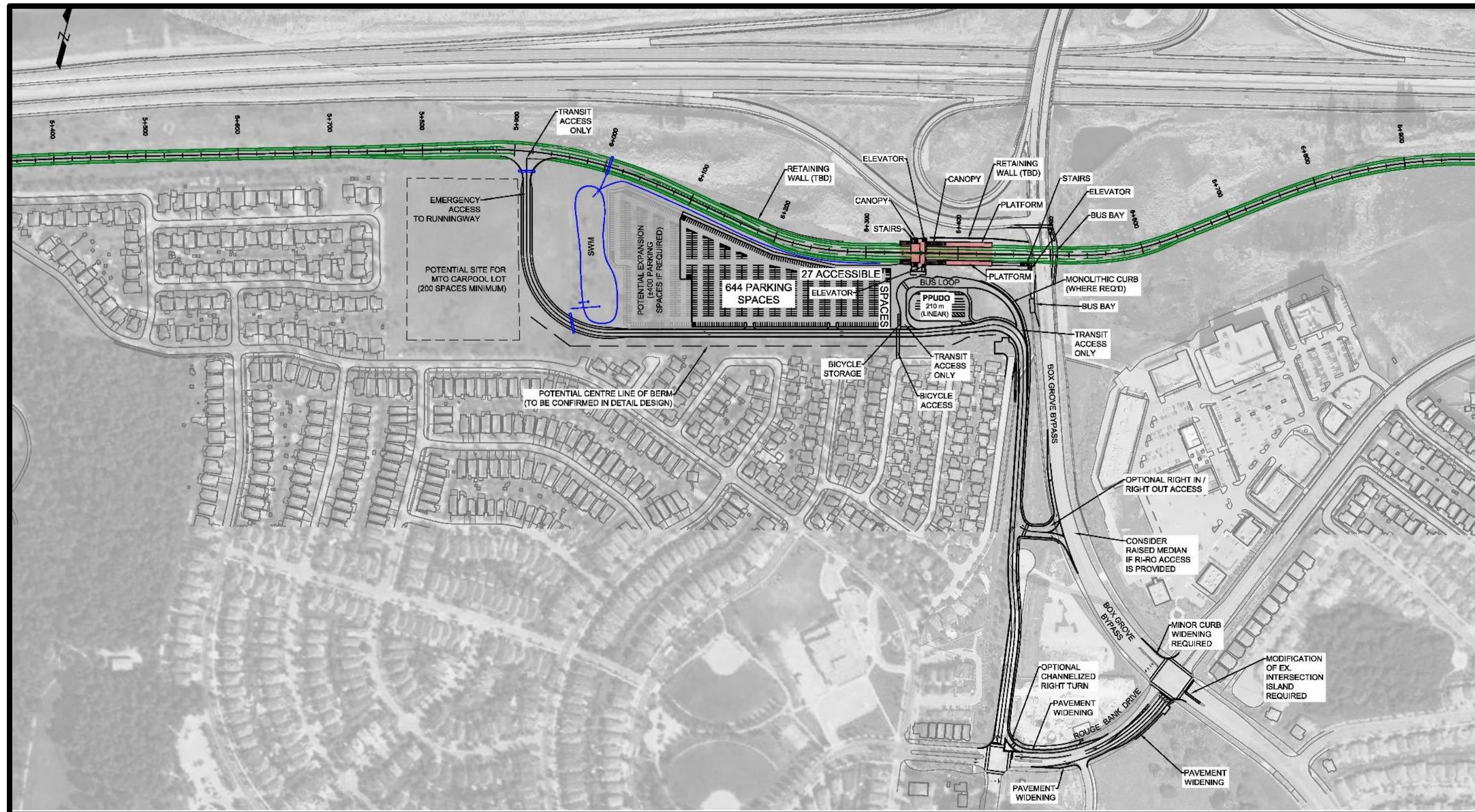
Preferred Alternatives Markham Road Station



Station Characteristics

- Station on Provincial lands designated for transportation and utility purposes.
- Station platform located within 150m of Markham Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and agricultural meadows.

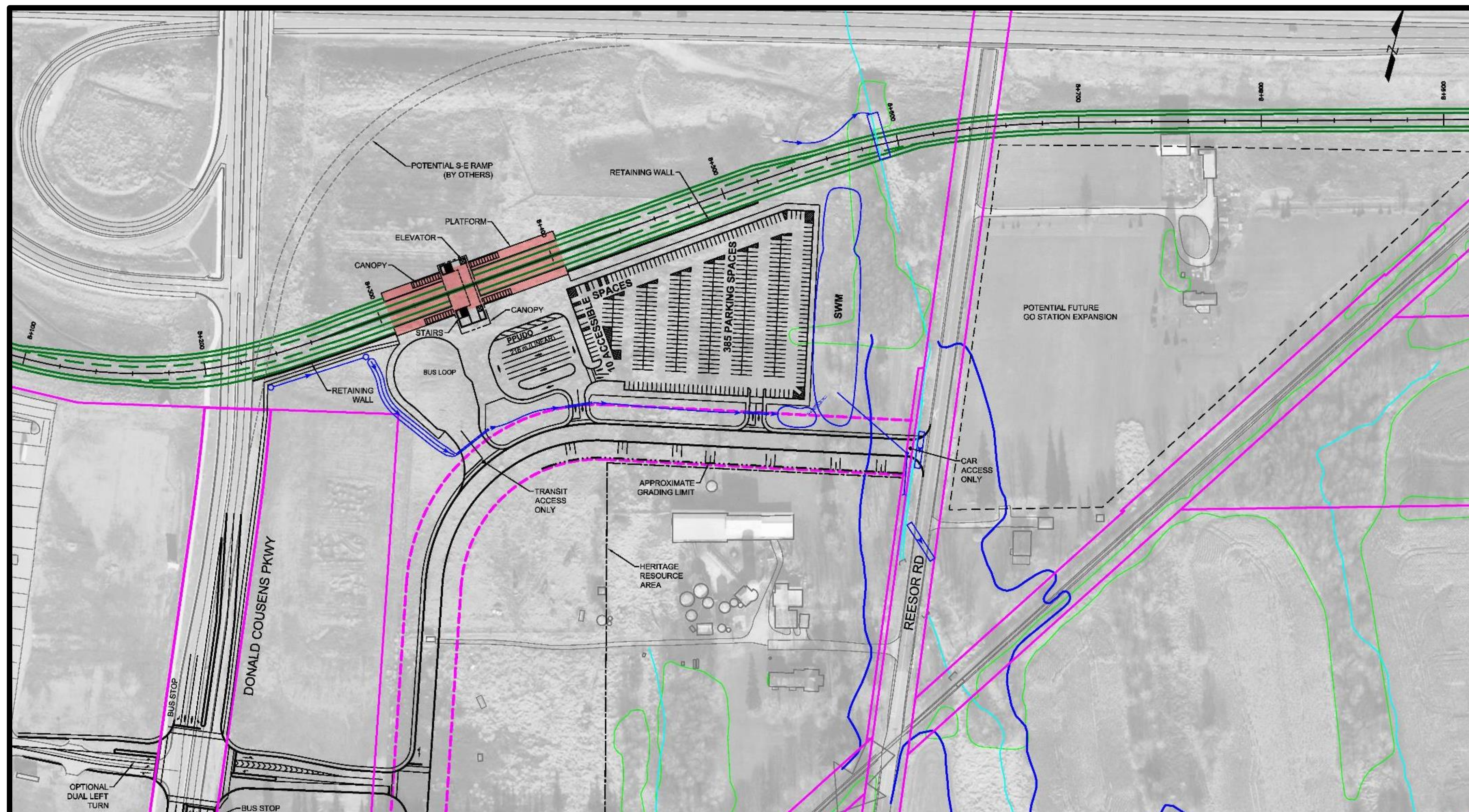
Preferred Alternatives Ninth Line Station



Station Characteristics

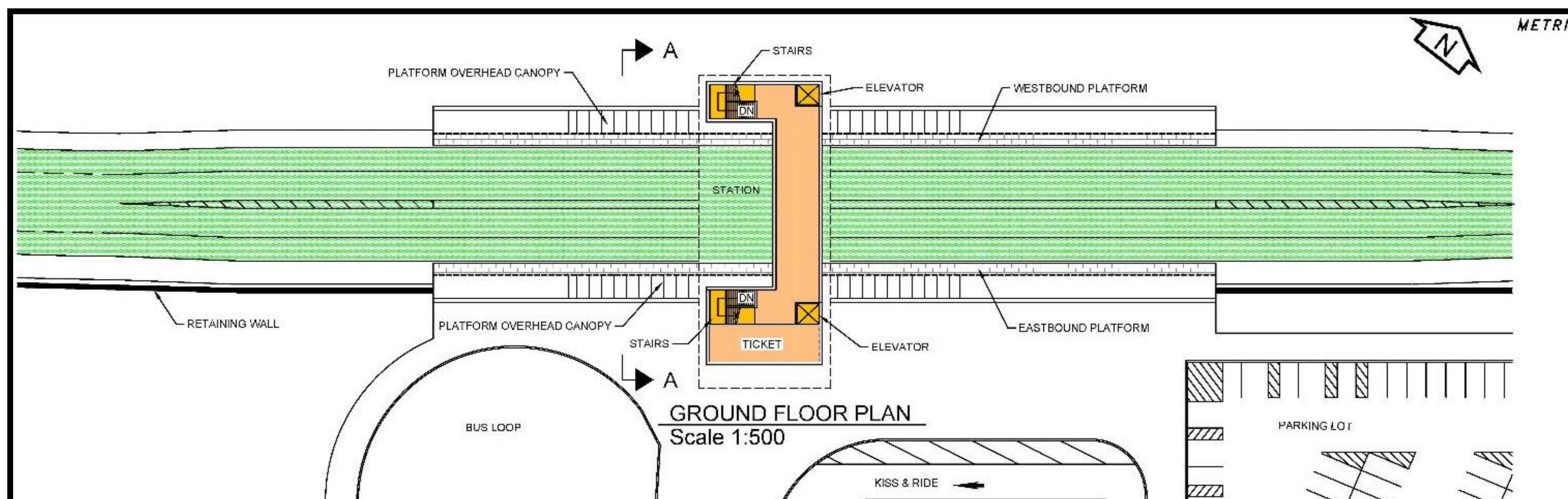
- Station on Provincial lands designated for transportation purposes.
- Transitway and station plans predate Legacy Subdivision approval.
- Station platform located within 80m of Box Grove Bypass.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Station at Donald Cousens Pkwy will relieve approx. 30% of parking demand.
- The existing and new traffic signals on Rouge Bank Dr. will be coordinated to optimize traffic flow.
- Minor road improvements on Rouge Bank Dr. between Old Ninth Line and Box Grove.
- Landscaped/fenced berm proposed south of station .
- Environmental Mitigation will be provided for the following environmental impacts: shallow marsh.

Preferred Alternatives Donald Cousens Station

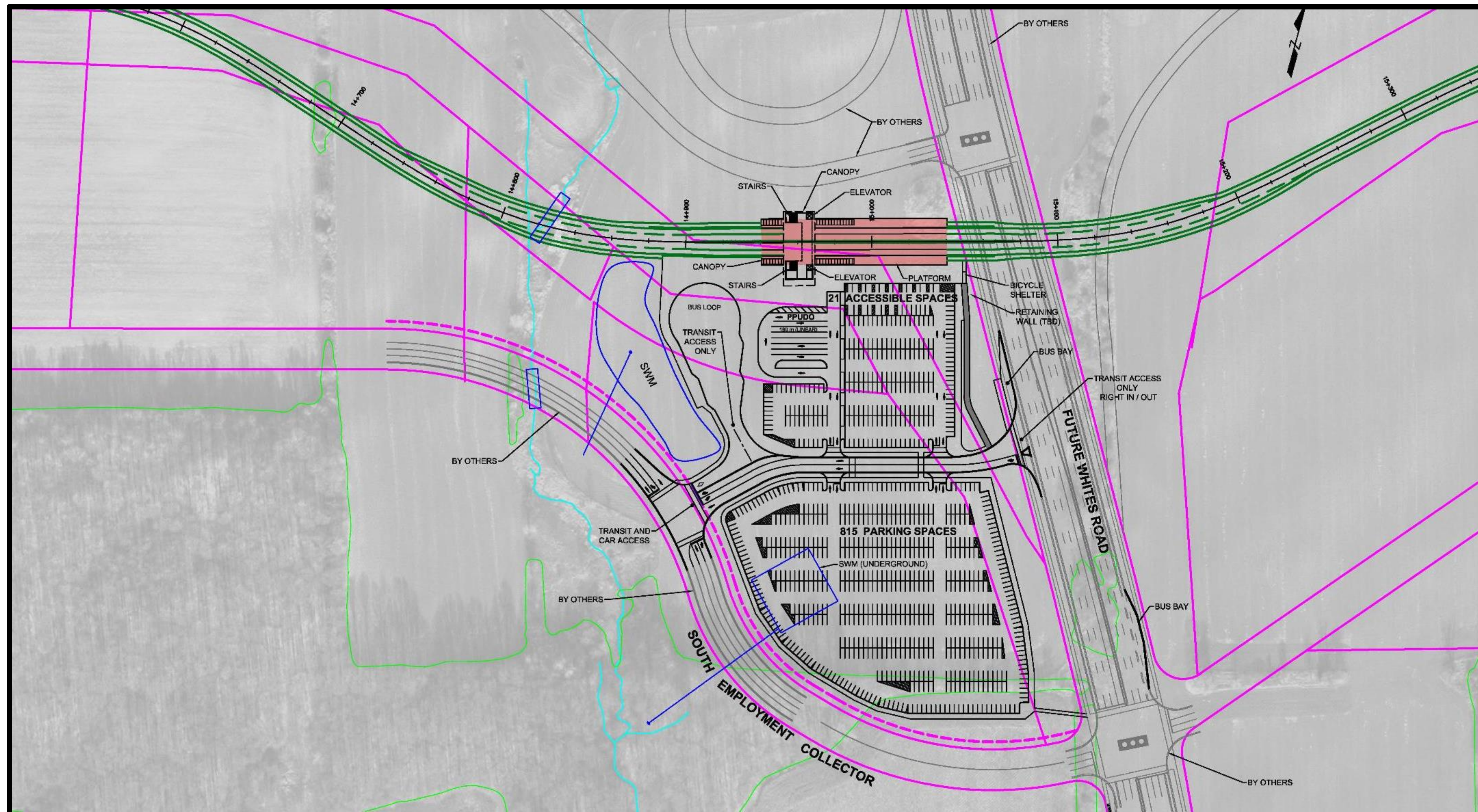


Station Characteristics

- Station on Provincial lands designated for transportation.
- Station platform located within 100m of Donald Cousens Parkway.
- Bus loop and street bus stops included in preliminary design.
- Site east of Reesor Road being protected for station expansion If GO operates on CP rail line.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and cultural thicket.
- Site is located adjacent to cultural heritage resources.

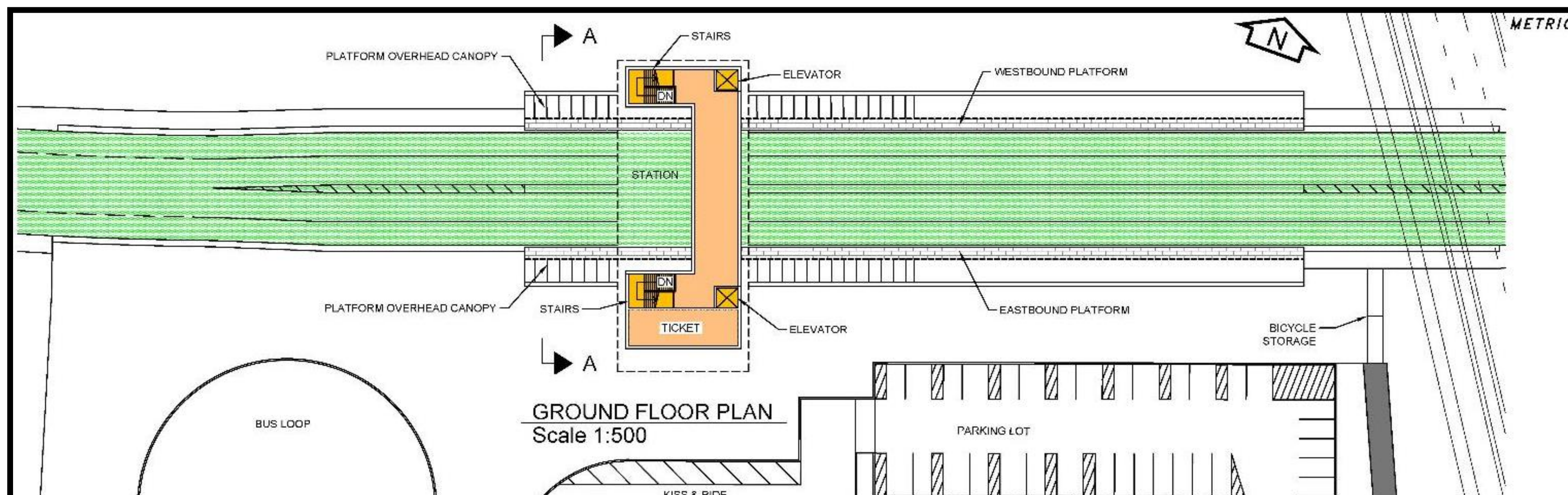


Preferred Alternatives Whites Road Station



Station Characteristics

- Station on Provincial lands designated for transportation.
- Station platform located within 30m of future Whites Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Potential impacts to Whitevale Creek are avoided.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow, agricultural lands and hedgerow.

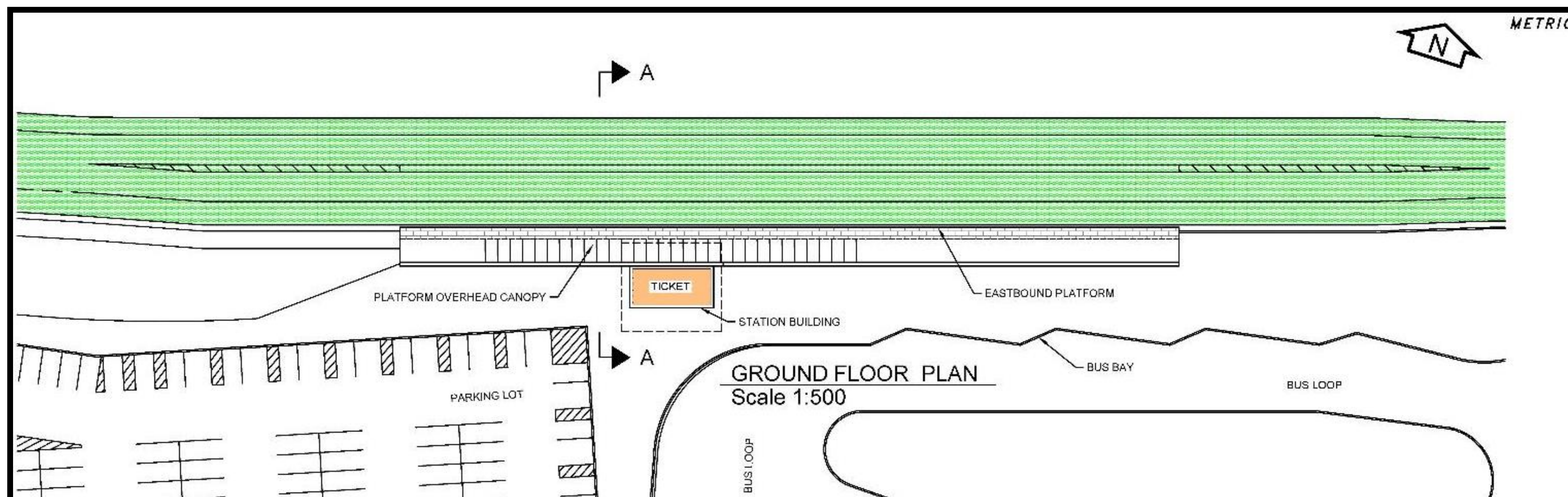


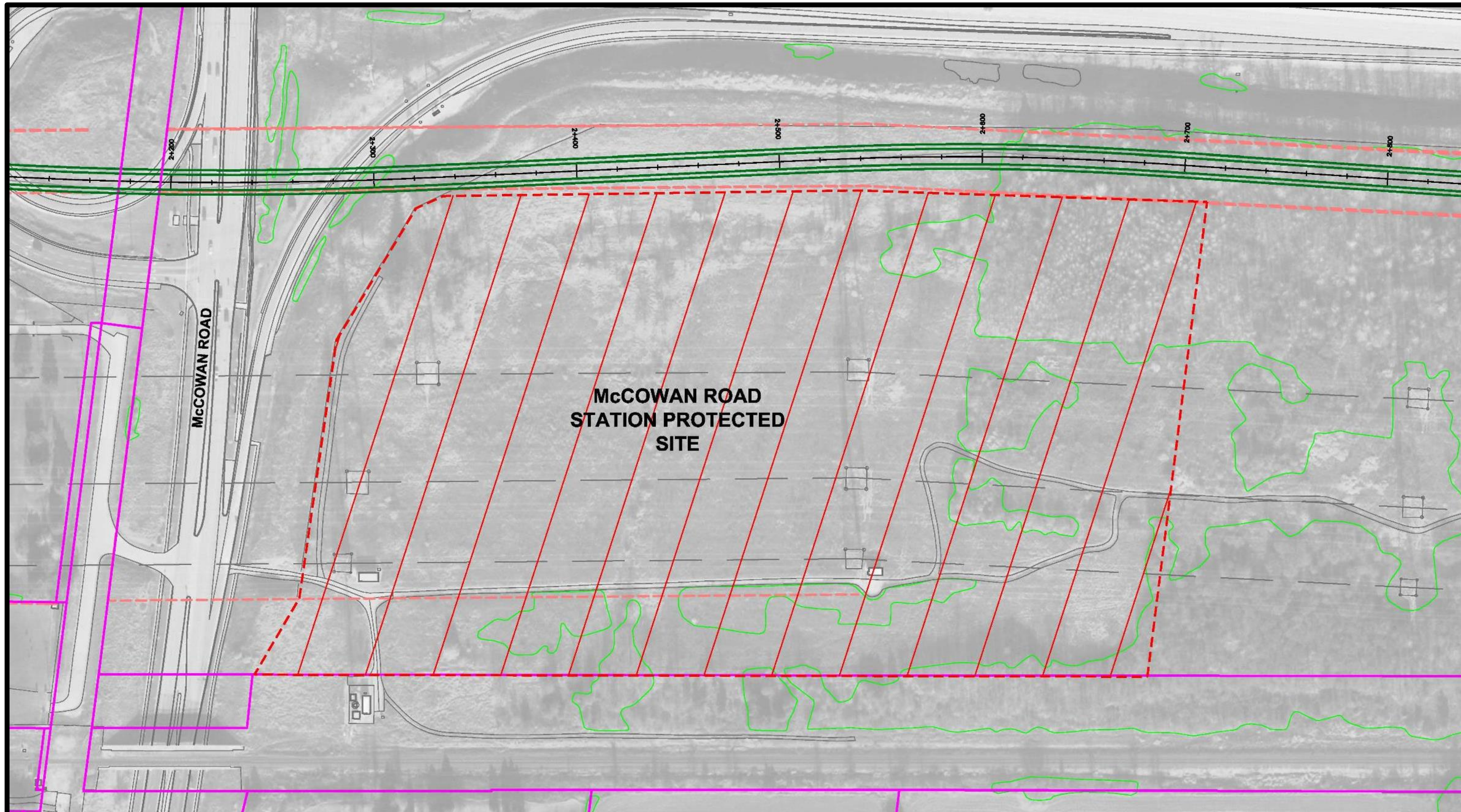
Preferred Alternatives Brock Road Station



Station Characteristics

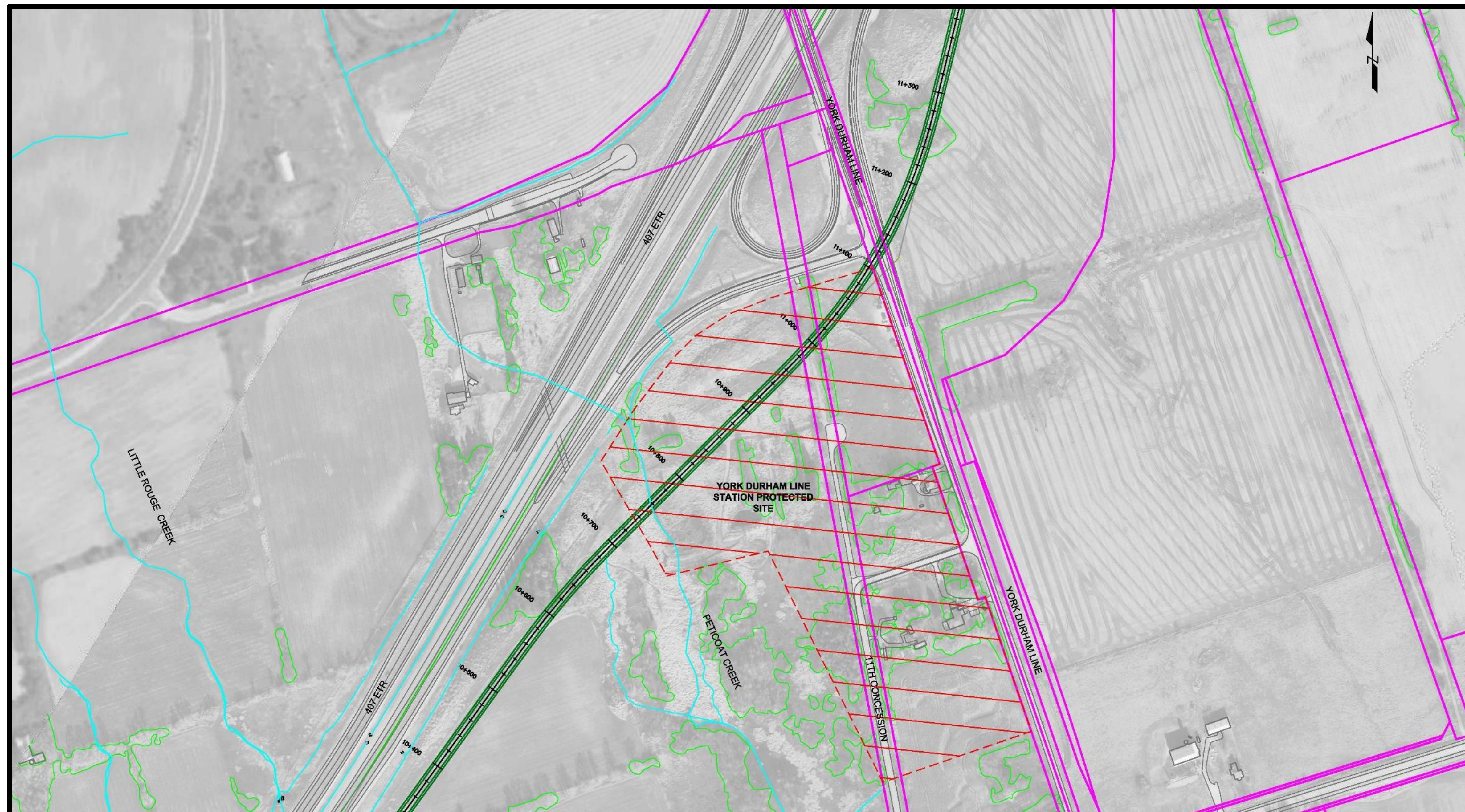
- Station on Provincial lands designated for transportation.
- Station will be an extension of the car-pool lot to be built in 2016-2017
- Station will operate as an interim Terminus Transit Station.
- Station platform located within 200m of Brock Road.
- Bus loop being included in preliminary design.
- Bus only and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: agricultural lands and hedgerow.





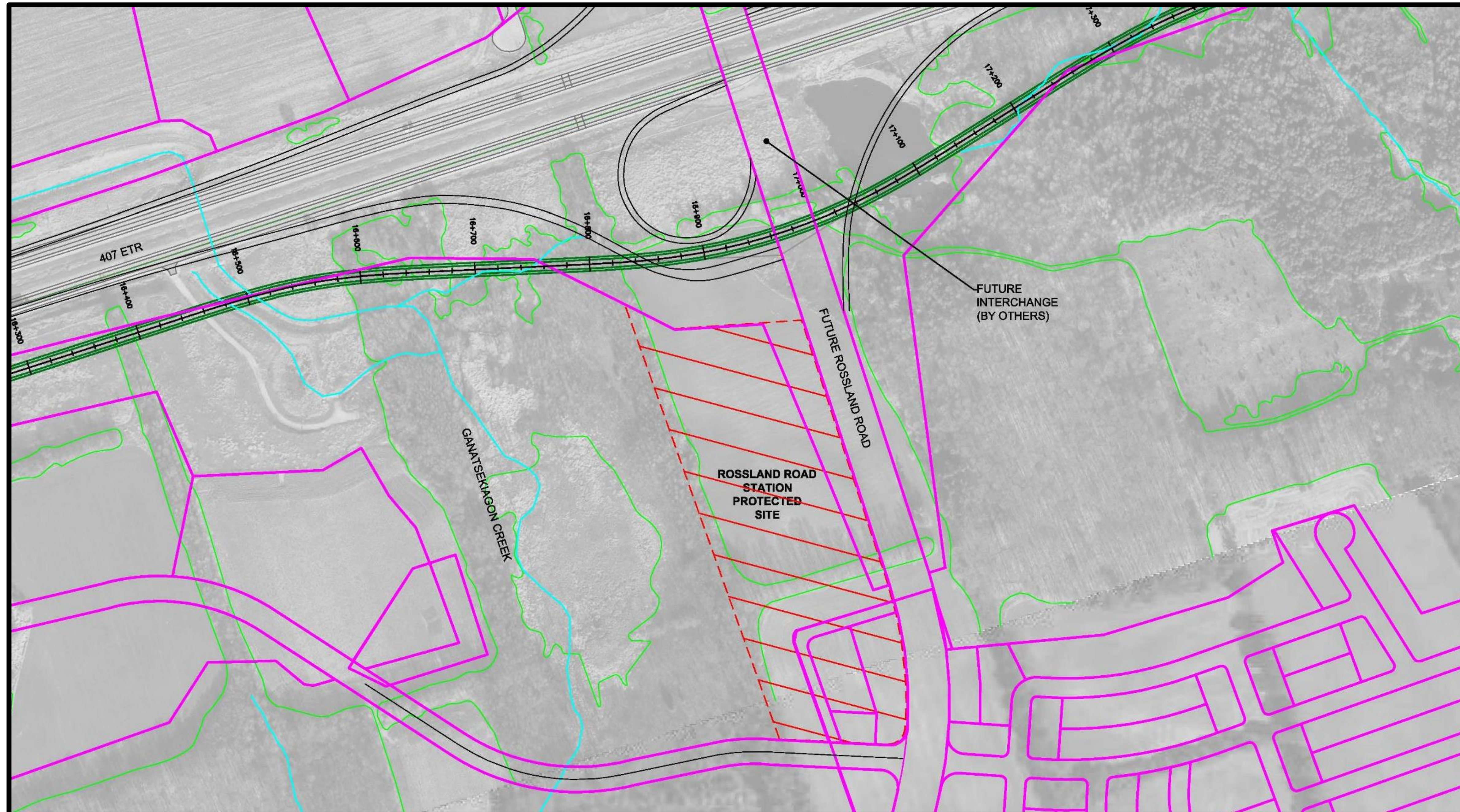
Protected Site Rationale

- Location not selected as an initial Transitway station.
- West site not feasible due to presence of cemetery.
- Bus operations restricted under high voltage Hydro lines
- Severe sight distance issues at intersection of McCowan Road and potential access road.
- Safety issues for pedestrian transit transfers at ETR Interchange.
- Excessive cost for station access road.
- Site protected for future station if demand exceeds capacity at adjacent stations.
- Future McCowan Station design will be completed as part of a future study.



Protected Site Rationale

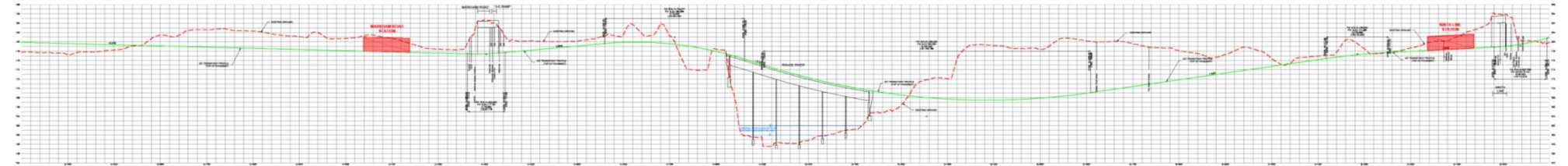
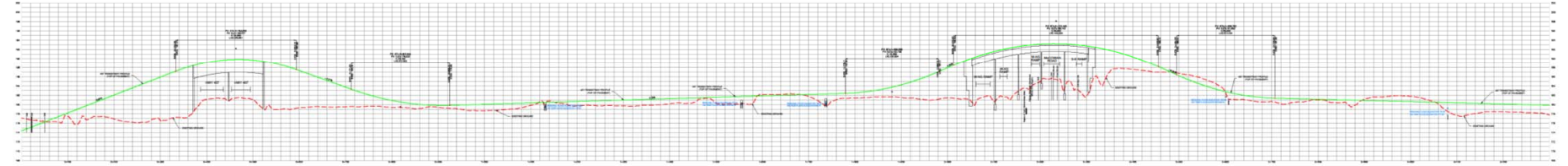
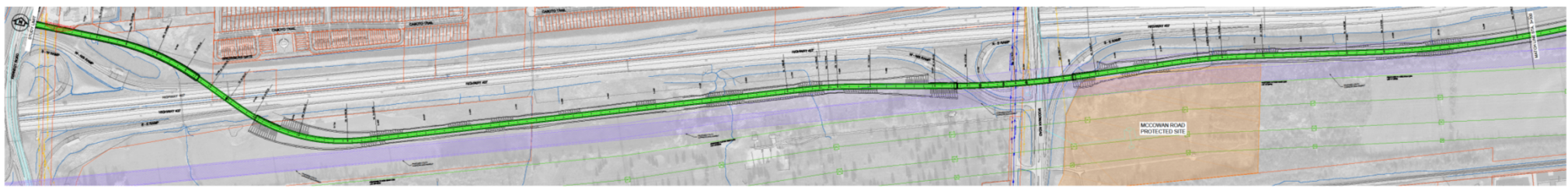
- Site not selected for a station due to insignificant forecast ridership demand.
- Site protected for potential environmental compensation or possible future transit supported Rouge National Park access.



Protected Site Rationale

- Site not selected for a station due to low forecast ridership demand; uncertainty of ETR Interchange implementation; available land limited by environmental restrictions.
- Site protected for potential environmental compensation or temporary Transitway bus garage.

Alignment Plan & Profile Drawings



SCALE
 10m 0 20m
 Horizontal
 1m 0 2m
 Vertical

LEGEND
 FILL STATION PLATFORM STRUCTURE CUT
 RETAINING WALL RUNNING WAY SHOULDER

HYDRO CORRIDOR
 UTILITY CORRIDOR
 EXISTING PROPERTY BOUNDARIES

WATER COURSES
 STATION
 PRIVATE PROPERTY REQUIRED

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

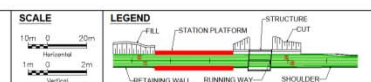
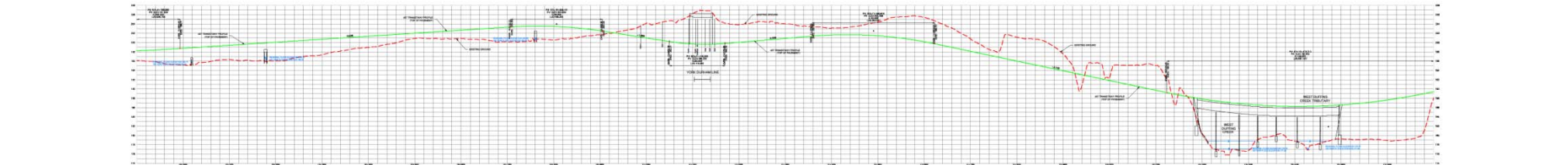
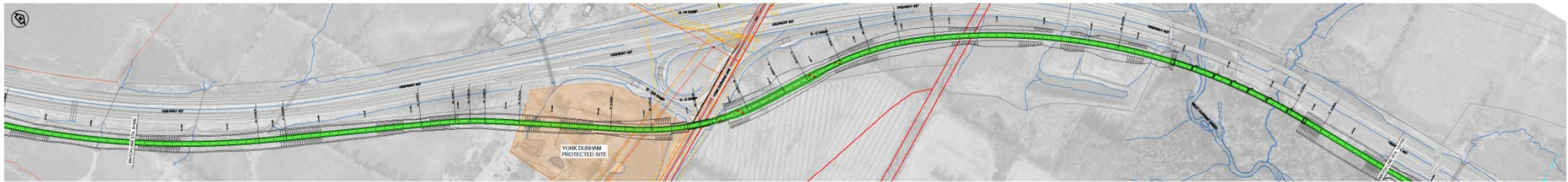
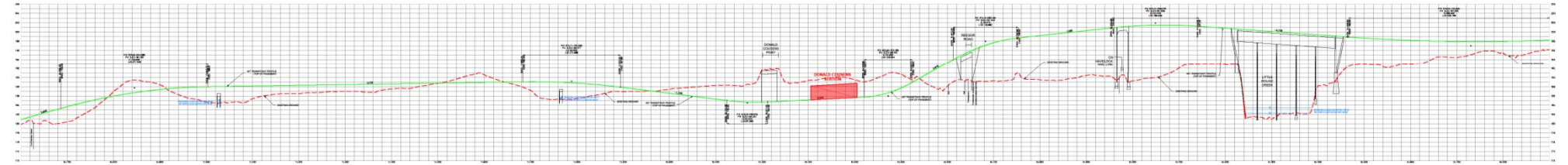
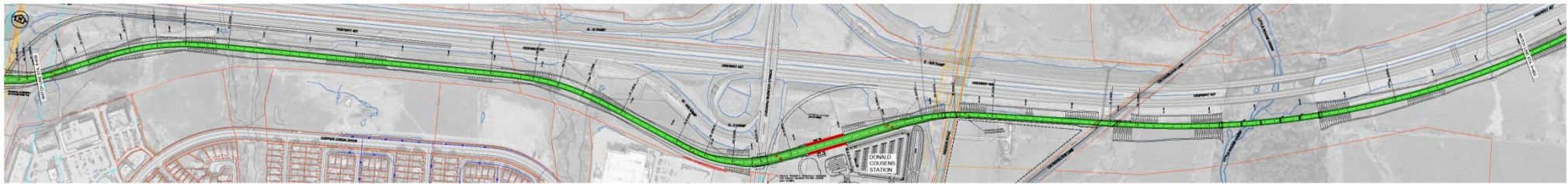
DRAWING SET
ALIGNMENT
PLAN & PROFILE

PLATE
1

DATE
 2016/06/20

DRAWING NO.: A1320/17/002 - 407 Transitway - Phase 2/1/13, Contract - Drawing 01 - 002/06 - Plan 01/03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 DATE: Jun 16, 2016 4:53pm

Alignment Plan & Profile Drawings



407 TRANSITWAY
EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 132-00-03 CA 2013-E-0027

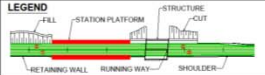
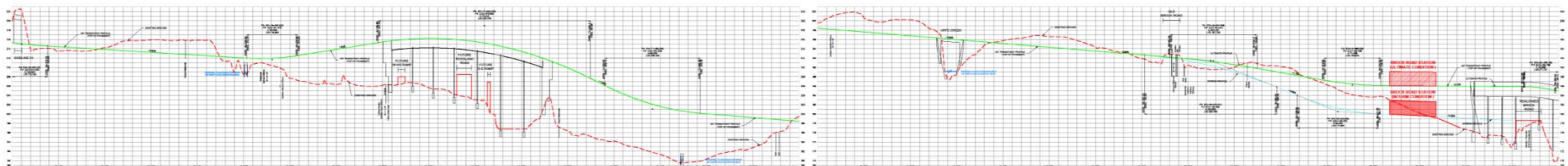
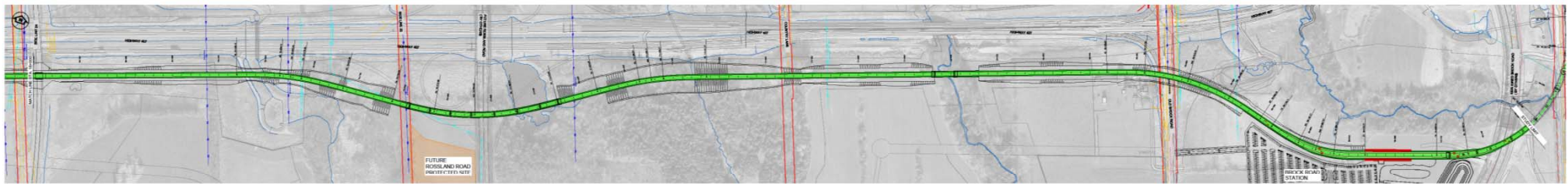
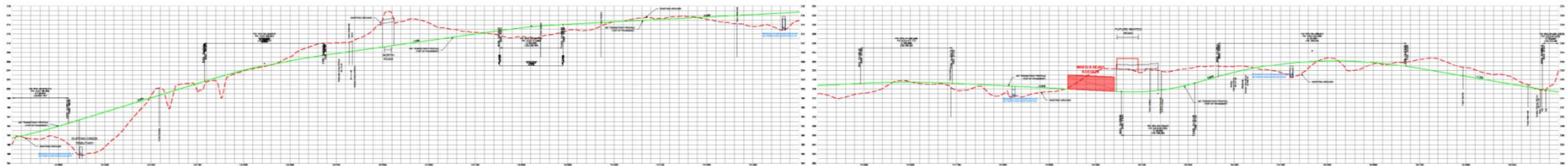
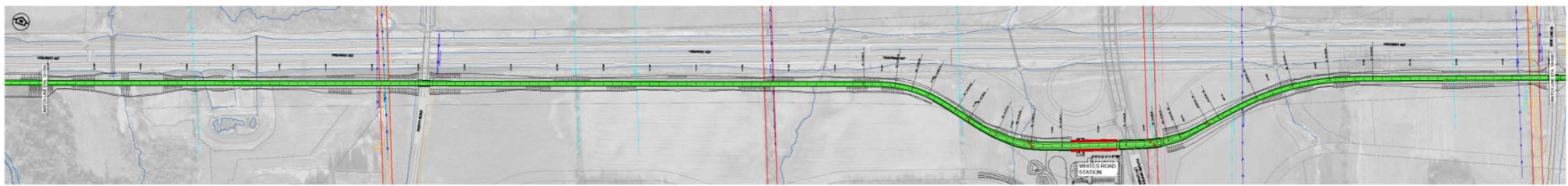
DRAWING SET
ALIGNMENT
PLAN & PROFILE

PLATE
2

DATE
2016/06/20

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 USER: jg

Alignment Plan & Profile Drawings



407 TRANSITWAY
EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET
ALIGNMENT
PLAN & PROFILE

PLATE
3
DATE
2016/06/20

DRAWING NAME: 407 Transitway Phase 2 (T1) Station/OS - Station/OS - C0236 - Plan/Profile - 407 Transitway - 132-00-03 CA 2013-E-0027
 DATE: 16 Jun 2016 10:30 AM
 DRAWN BY: [unreadable]
 CHECKED BY: [unreadable]

Potential Environmental Impacts and Mitigation Measures

Impacts

Soils, Contaminated Property and Waste

- Disturbance of soil, and utilization and disposal of excess materials.
- Potential impacts on contaminated property.

Surface Water, Drainage and Stormwater

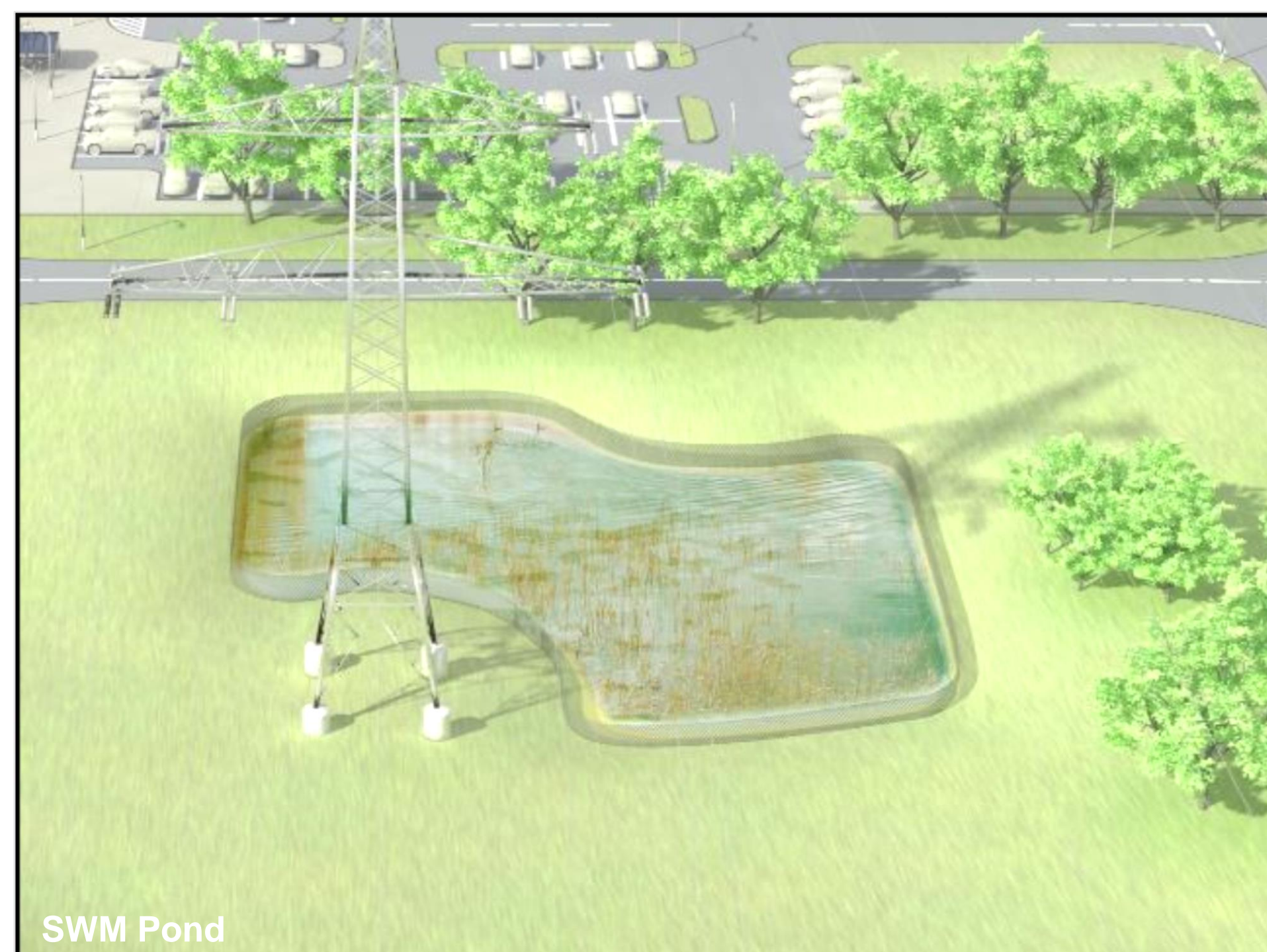
- Possible impacts on existing drainage patterns along 407ETR. Water quality degradation.
- Increase runoff due to increase in impervious areas.

Groundwater

- Reduced-groundwater recharge as a result of the expansion of impermeable pavement surfaces
- Potential for well interference associated with deep excavations and/or construction dewatering.

Mitigation

- Utilization and disposal of excess materials will be managed in accordance with regulatory requirements.
- Properties of concern will be the subject of further assessment during Detail Design.
- Erosion and sedimentation control measures to prevent the potential migration of sediments off site.
- A drainage and stormwater management plan has been prepared to address potential impacts.
- Minor creek realignment/regrading is expected at most crossings to ensure flow is safely conveyed through the proposed structures.
- Impacts are temporary. Further hydrogeology studies will be conducted prior to construction at locations where dewatering is required.



Impacts

Fish and Fish Habitat

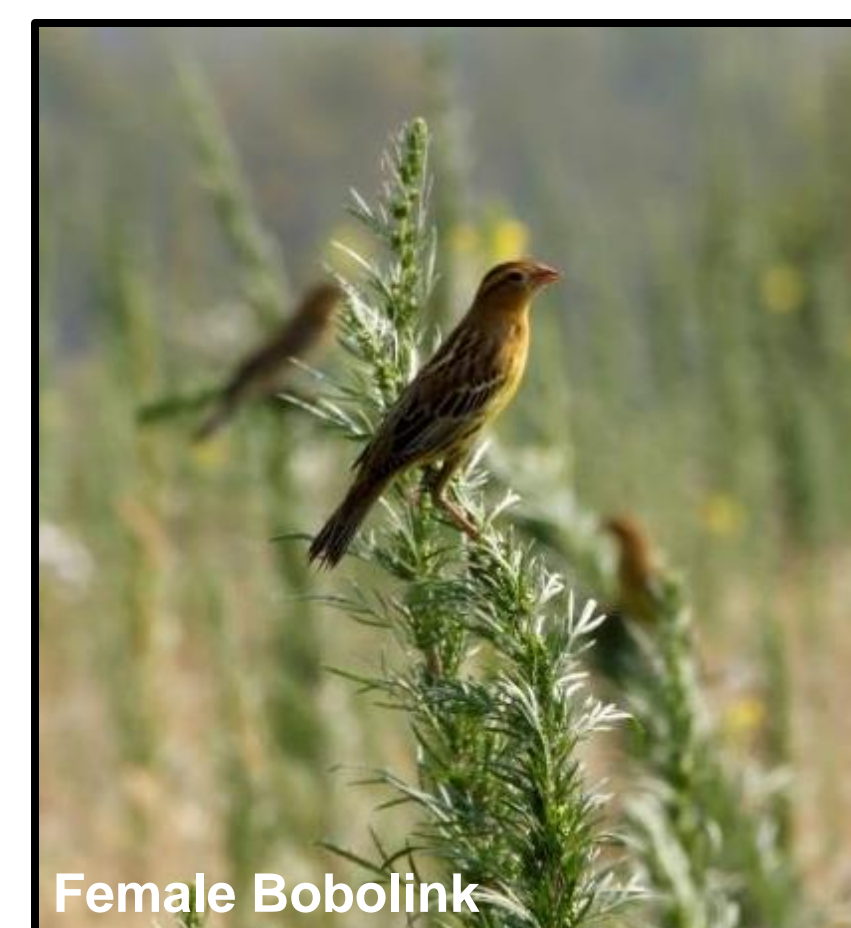
- Potential impacts to fish and fish habitat.
- There are 31 watercourse crossings: 16 directly supporting fishery, 9 indirectly supporting fishery and 6 not supporting fishery.
- Redside Dace an 'Endangered' species listed under the *Endangered Species Act* and the *Species At Risk Act* is found in nine of the watercourses within the study area

Flora and Fauna

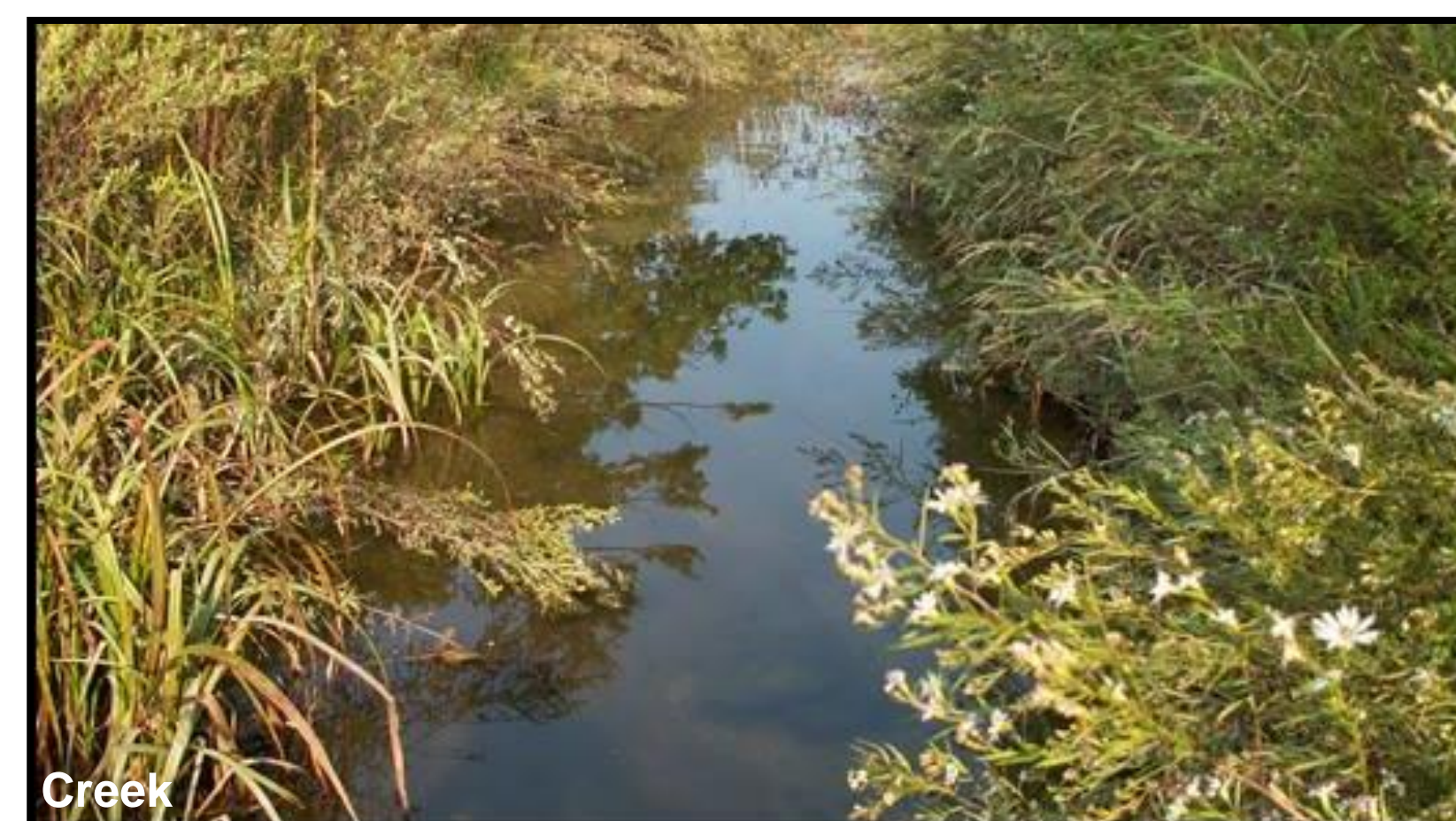
- Overall, approximately 107.6 ha of vegetation communities will be removed. The majority of the vegetation communities are considered widespread and common in Ontario and secure globally.
- A small portion of the Locust Hill Wetland, located west of York-Durham Line, will be removed.
- A small portion of the Cedar Grove Provincially Significant Wetland Complex will be impacted as a result of the runningway.
- Minor displacement and disturbance of wildlife habitat.
- Eastern Meadowlark, Bobolink and Barn Swallow are regulated under the *Endangered Species Act* as 'Threatened' species have potential to be present within the study area.

Mitigation

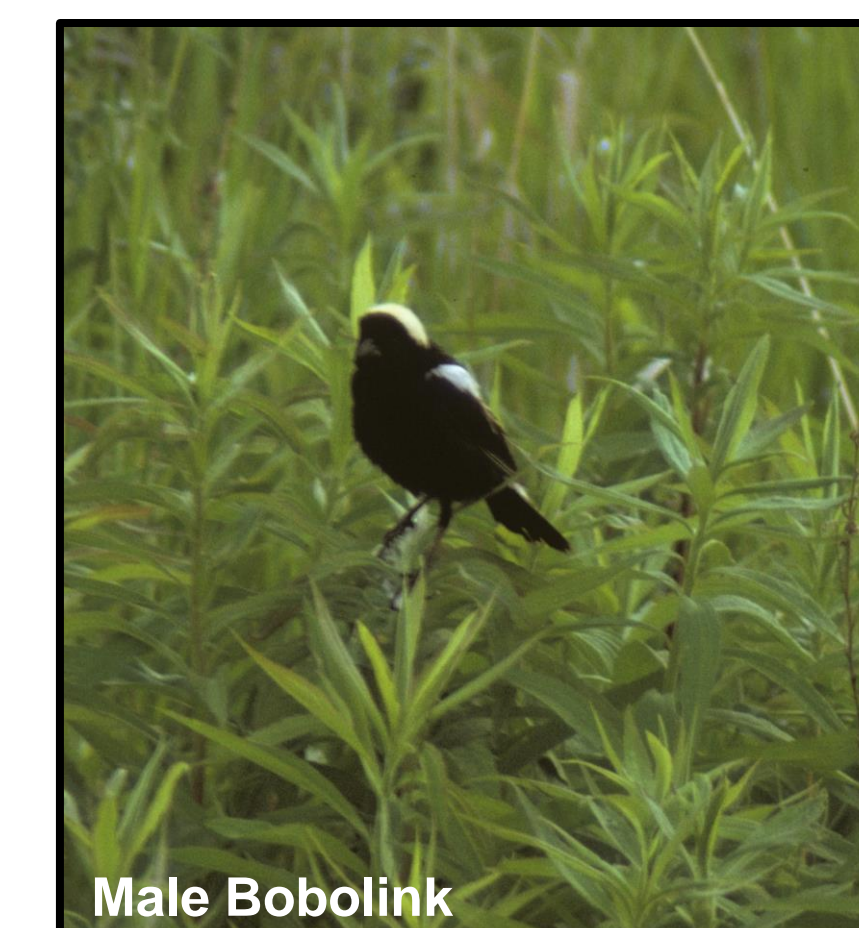
- In-water works, if required, will be conducted within the Redside Dace timing window (July 1- September 15). A 17 (2) (c) overall benefit permit under the *Endangered Species Act* may be required.
- A *Fisheries Act* authorization may be required depending on the type of structures and work proposed.
- Best construction practices will be implemented including erosion and sediment control measures, equipment maintenance, minimize impacts to riparian vegetation, stabilization and restoration of watercourse bank, etc.
- A landscape plan will be developed during the Detail Design
- Requirements under the *Species at Risk Act*, Ontario's *Endangered Species Act*, *Migratory Birds Convention Act*, and *Fish and Wildlife Conservation Act* will be met to mitigate any adverse effects on wildlife species.
- No vegetation removal will occur during the nesting season. The nesting season of the majority of the species is from April 1 to August 15.
- During Detail Design, further field investigation will be undertaken to survey the presence of the three 'Threatened' species.
- Transitway structures will be designed to maintain wildlife passage.



Female Bobolink



Creek



Male Bobolink

Potential Environmental Impacts and Mitigation Measures



Impacts	Mitigation
<p>Archaeology</p> <ul style="list-style-type: none"> A Stage 1 Archaeological Assessment identified areas of archaeological potential requiring Stage 2 Archaeological Assessment as well as sites required Stage 3 and 4 Archaeological Assessment. 	<ul style="list-style-type: none"> Further Archaeological Assessments will be conducted in areas of archaeological potential during Detail Design. Any impacts will be mitigated through avoidance or salvage.
<p>Cultural Heritage</p> <ul style="list-style-type: none"> Three Cultural Heritage resources will be affected as a result of removal of buildings, barns and/or landscape features. Two are designated under Part IV of the <i>Ontario Heritage Act</i>. 	<ul style="list-style-type: none"> Heritage Impact Assessments are being conducted for the three Cultural Heritage properties. Design will preserve the resources as much as possible. If not feasible, preservation/retention in situ will be considered. If unavoidable, relocation to a new location will be considered.
<p>Property</p> <ul style="list-style-type: none"> Most of the property required for the 407 Transitway is provincially owned land and designated for infrastructure purposes. 	<ul style="list-style-type: none"> Minimum private property will be acquired through negotiation or expropriation if required and confirmed during Detail Design. Discussion will continue with the affected parties. Landscape plans will be prepared and implemented to mitigate any visual or lost vegetation impacts.
<p>Air and Noise</p> <ul style="list-style-type: none"> There is a minor net increase in emissions for all air quality pollutants except carbon monoxide in the local study area. However, across a broader area, there will likely be an overall improvement with travelers switching from auto to transit use. The projected increases in sound are within Ministry of the Environment guidelines of less than 5 dB except for two areas (Ninth Line and Brock Road). 	<ul style="list-style-type: none"> Best management practices will be implemented to prevent the potential release of dust and other airborne pollutants during construction. Construction activities will adhere to local noise by-law regulations. Exemptions will be obtained from the municipality as necessary. Noise mitigation measures will be applied at the two identified locations.



Cultural Meadow



River Valley

- Input received at this PIC will be reviewed and incorporated into the study, as appropriate.
- The Transit Project Assessment Process (TPAP) will be initiated shortly with the publication and distribution of the Notice of Commencement (NOC).
- Once the Notice of Commencement is issued, MTO has 120 days to prepare the Environmental Project Report (EPR) and to consult with the public, regulatory agencies, aboriginal communities, landowners and other interested persons.
- The Notice of Completion of the EPR will be published and distributed concurrently with the release of the EPR for a 30-day final review. Objections on matters of provincial importance or aboriginal or treaty rights are submitted to the Minister at this time.
- The Minister has an additional 35 days to review the project before giving notice to proceed, proceed subject to conditions or request additional studies.
- MTO will submit a Statement of Completion and then proceed to detail design, implementation and construction of the 407 Transitway, subject to funding and provincial priorities.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.

Comments and information regarding this study are being collected to assist the MTO in carrying out the study and meeting the requirements of the *Ontario Regulation 231/08 Transit Project & Metrolinx Undertakings*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the project team if you have questions or concerns regarding this study.

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MTO Project Manager
Ministry of Transportation, Central Region
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E-mail: graham.derose@ontario.ca

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MTO A/Senior Environmental Planner
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Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Thank you for your participation in this project.

Website: 407Transitway.com

Ministry of
Transportation

Central Region
3rd Floor, Bldg. D
1201 Wilson Avenue
Toronto, Ontario M3M 1J8
Tel.: (416) 235-6701

Ministère des
Transports

Région du Centre
3e étage, édifice D
1201 avenue Wilson
Toronto, Ontario M3M 1J8
Tél.: (416) 235-6701



August 6, 2014

Ms. Agatha Garcia-Wright
Director, Environmental Assessment and Approvals Branch
Ministry of Environment and Climate Change
12th Floor
2 St. Clair Avenue West
Toronto, ON
M4V 1L5

Dear Ms. Garcia-Wright:

**RE: Request for List of Bodies That May Assist in Identifying Aboriginal Communities for;
407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

The Ministry of Transportation (MTO) is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future with stations throughout the corridor. A key plan of the study area is attached to this letter.

This 18 km segment form part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

Parsons is managing the study on behalf of MTO. LGL Limited will be providing environmental design and planning services on behalf of Parsons. The study will follow the Transit Project Assessment Process (TPAP) prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings under the *Environmental Assessment Act*. One Public Information Centre (PIC) will be held prior to the commencement of the TPAP and a second PIC will be held during the TPAP for his study. Upon completion of the study, an Environmental Project Report will be prepared to document the results of the planning and preliminary design and will be released for public review and comment. You will receive notification of the PICs, the formal

commencement of the TPAP process and of the release of the Environmental Project Report.

Considering the scope of work for this study, it has been determined by the study team that archaeological investigations will be required in the vicinity of the corridor. In accordance with subsection 7(4) of Ontario Regulation 231/08, the Ministry of Transportation is requesting the list of bodies that may assist us in identifying and contacting Aboriginal communities that may be interested in the above noted transit project. The Ministry of Transportation will contact those bodies you identify and ask that these bodies identify specific Aboriginal communities that should be consulted.

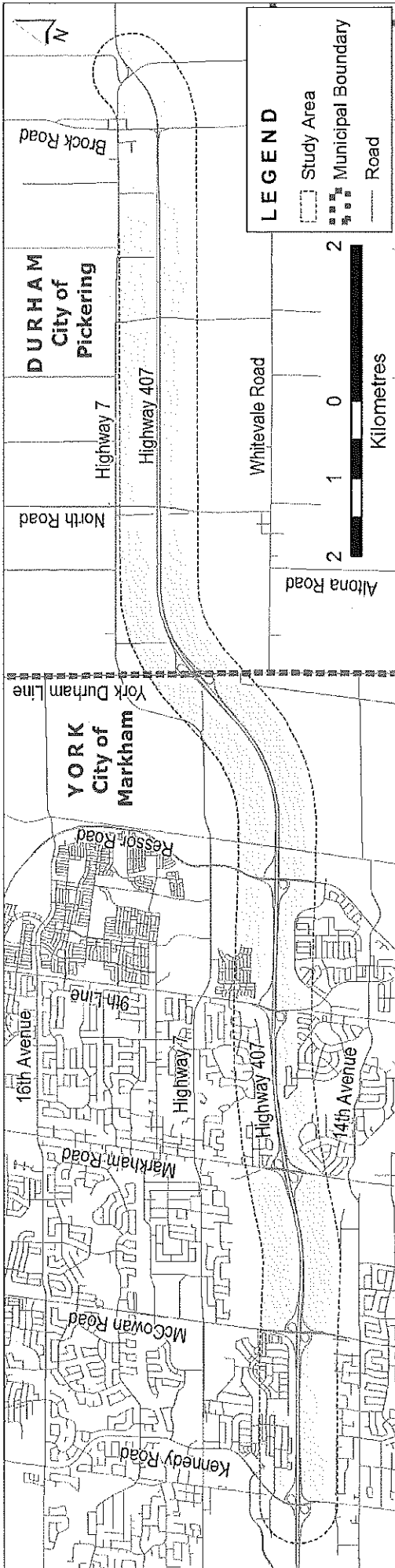
Should you require further information regarding this study or should you prefer to meet with Ministry staff, please feel free to contact me.

Yours sincerely,



Larry Sarris
Environmental Planner
Central Region Environmental Section
Ministry of Transportation

c.c. Rina Kulathinal, Area Manager
Graham DeRose, MTO Project Manager
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited



Sowel Kang

Subject: UH#F@vw#ID#0#73:#Nudqvz d|#urp #hdwr#i#hqqhg|#Jrdg#r#hdwr#i#Eurf#Jrdg#Q HDWV#
6<6:8

From: EnviroOnt [<mailto:EnviroOnt@tc.gc.ca>]

Sent: August 23, 2016 1:36 PM

To: DeRose, Graham (MTO); k.eldalati@parsons.com; Sarris, Larry (MTO); gkauffman@lgl.com

Subject: Class EA - 407 Transitway from east of Kennedy Road to east of Brock Road: NEATS 39375

Hello all,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project will interact with a federal property **and** require approval and/or authorization under any Acts administered by Transport Canada*.

Under *the Canadian Environmental Assessment Act, 2012*, 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/dfp-rbif/\[tbs-sct.gc.ca\]](http://www.tbs-sct.gc.ca/dfp-rbif/[tbs-sct.gc.ca]), 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\[tc.gc.ca\]](https://www.tc.gc.ca/eng/acts-regulations/acts.htm[tc.gc.ca]).

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 *electronically* to: EnviroOnt@tc.gc.ca.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: [http://www.tc.gc.ca/eng/programs-621.html\[tc.gc.ca\]](http://www.tc.gc.ca/eng/programs-621.html[tc.gc.ca]). Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: [https://www.tc.gc.ca/eng/railsafety/menu.htm\[tc.gc.ca\]](https://www.tc.gc.ca/eng/railsafety/menu.htm[tc.gc.ca]). Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: [https://www.tc.gc.ca/eng/tdg/safety-menu.htm\[tc.gc.ca\]](https://www.tc.gc.ca/eng/tdg/safety-menu.htm[tc.gc.ca]). Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication

towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: [https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm\[tc.gc.ca\]](https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm[tc.gc.ca]). Enquires can be directed to CASO-SACO@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program | Programme d'évaluation environnementale
Transport Canada, Ontario Region | Transports Canada, Région de l'Ontario
4900 Yonge St., Toronto, ON M2N 6A5 | 4900, rue Yonge, Toronto, ON, M2N 6A5
Email | Courriel: EnviroOnt@tc.gc.ca
Facsimile | télécopieur: (416) 952-0514
Government of Canada | Gouvernement du Canada

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Ms. Dianne Pralow
Senior Realty Advisor
Parks Canada
30 Victoria Street
5th Floor
PC-04-B
Gatineau, Quebec
J8X 0B3

Please also
add Richard
to your
mailing/
contact list
thanks

Update contact information if necessary

Richard Scott
Senior Planner
Bouge National Urban Park
2155 Ashburnham Dr
P.O. Box 507
Peterborough, ON
K9J 6Z6
richard.scott@pc.gc.ca

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

*

I am interested in receiving the following additional information about the study:

How Parks Canada can participate on any
Technical Advisory Committees that may be created

* contact R. Scott re. information - Sept 5 deadline
will not be met so we need to discuss what information
you might need.

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Dianne.Pralow@pc.gc.ca
Sent: Thursday, October 09, 2014 2:47 PM
To: Amy Munn
Subject: Re: 407 Transitway - Rouge Park Lands
Attachments: Rouge_Plan_Draft_EN.pdf; pic29510.jpg

Amy

I'm enclosing a copy of the draft management plan for Rouge National Urban Park. Page 10 contains a map showing the proposed areas to be included in the national urban park. If you have any specific questions about the areas in the vicinity of the 407, feel free sent them my way.

(See attached file: Rouge_Plan_Draft_EN.pdf)

Dianne Pralow
Senior Realty Advisor / | Conseillère principale de biens immobiliers Strategy and Plans Directorate | Direction générale de la stratégie et des plans Parks Canada | Parcs Canada 5th Floor, 30 Victoria Street (PC-04-B), Gatineau, Quebec J8X 0B3 | 5e étage, 30 rue Victoria (PC-04-B), Gatineau, Québec, J8X0B3

dianne.pralow@pc.gc.ca

Telephone | Téléphone: (819) 420-5064

Cellular | Cellulaire: (819) 210-3087

www.parkscanada.gc.ca | www.parcscanada.gc.ca Government of Canada | Gouvernement du Canada

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From: Amy Munn <Amy.Munn@parsons.com>
To: <dianne.pralow@pc.gc.ca>
Cc: "'Gus Garron'" <Gus.Garron@parsons.com>
Date: 09/10/2014 02:33 PM
Subject:407 Transitway - Rouge Park Lands

Hi Dianne,

I hope you are doing well.

We are currently in the process of developing alignment and station site alternatives and are trying to gather as much information about existing conditions within the corridor as possible. I understand that there are some expansion plans for the Rouge Park Lands. As the 407 Transitway will be crossing the Rouge Park Lands it would be very beneficial to have an accurate map of the Park limits as well as the limits of any planned expansion. Any help you could provide would be greatly appreciated.

Thanks!

Amy Munn, PEng, BaSC

(Embedded image moved to file: pic29510.jpg) <http://pweb.parsons.com/nr/rdonlyres/f5860208-e2bf-11d5-a8e4-000347083085/25467/parsonslogoblack.jpg>

**

500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

P: 905.917.3221

C: 416.939.3054

F: 905.470.7590

www.parsons.com

**Delcan has recently joined the Parsons family. My email has changed to Amy.Munn@parsons.com. Please update me in your contact list.



February 10, 2015

Ms. Amy Munn, P. Eng, BaSC
PARSONS
500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

February 11, 2015

Dear Ms. Munn:

Re: Parks Canada Comments on 407 Transitway

I thank both MTO and Parsons for including Parks Canada on the Technical Resource Group (TRG) for this important project. As you know, the Government of Canada is in the process of establishing Rouge National Urban Park (RNUP). In June 2014 Parks Canada released a draft of the park's first management plan for public consultation. We are now reviewing the many comments and suggestions from this engagement period. The management plan will provide overall guidance for the park once the lands are transferred to Parks Canada.

One of the fundamental principles embodied in the draft management plan is that access to the park maximize the use of transit. Public response to this principle has been overwhelmingly positive. We therefore are keenly interested in opportunities the 407 Transitway can create to enhance transit access to the park. The draft management plan also seeks to ensure future infrastructure traversing the park sets very high environmental standards. Given the east-west orientation of the 407 Transitway, Parks Canada would like to ensure transitway planning, design, construction, and operation maintains or enhances the connectivity of ecosystems and trail networks, and that it not impinge on farming operations.

The 407 Transitway is the first major infrastructure project to be subjected to environmental assessment since RNUP was announced in 2011. Parks Canada sees this project setting a model for future infrastructure projects in the park, as provided for under the park legislation. Moreover, we view this project's presence in the most-protected area of the Greenbelt as an appropriate opportunity for the province of Ontario to not just meet—but exceed—its policy requirements for infrastructure articulated in the Greenbelt Plan. In this context, the August 2013 report "Guideline for Planning and Design of the GTA West Corridor through the Greenbelt" provides a minimum suite of measures to consider in the design of the 407 Transitway within RNUP.

Specific Comments

The following comments focus on RNUP-related elements of the January 28, 2015 presentation to the TRG, and points raised in the meeting discussion.

.../2

Donald Cousens Station

Parks Canada considers this station—in conjunction with the future GO Transit line station—a strategic node providing region-wide access to RNUP. Parks Canada is in the midst of refining preliminary trail corridors presented in the draft management plan; we see the opportunity for a trail connection extending east into the park to connect with the north-south spine trail along the Little Rouge River. To ensure the coordination of planning efforts, we would like to work with the consultant during the early stages of preliminary station design to better dovetail this access with station requirements.

York-Durham Line Interchange

Several planning considerations relate to this important gateway location on the park's eastern limits.

Park Access

As discussed at the TRG meeting, Parks Canada requests park access opportunities be investigated for “inter-line” buses, assuming that a station will not be built at the York-Durham Line interchange. Such access would support several objectives. First, it would provide regional-scale transit access to east and west sides of RNUP in support of the park's transit accessibility objective. Second, we see future population growth in Durham, particularly from nearby Seaton but also Ajax and Oshawa, being well served by transit access to the park at this particular location. Finally, transit access here would permit integration with other modes of park access, such as options for a park shuttle that Parks Canada is investigating. This location would, for example, facilitate the transfer of park visitors arriving by transit or private vehicle to the park shuttle, thus facilitating their exploration of the park. To this end, Parks Canada seeks to work closely with the consultant to identify simple yet effective park access from this location.

Environmental Enhancements

Parks Canada notes the environmental compensation role identified for the southwest quadrant of the York-Durham Line interchange. This particular site's proximity to Petticoat Creek and the park access discussed above offer potential synergies for ecological connectivity and the delivery of interpretive messages related to ecological restoration.

Before any further planning of ecological enhancements in this particular location, we recommend the consultant, Parks Canada, the TRCA, and the Ontario Ministry of Natural Resources (under whose requirements we understand compensation requirements are determined) work to identify other potential ecological enhancement opportunities in RNUP. This work should seek to maximize the benefits and efficacy of ecological enhancements linked to the 407 Transitway project.

Segment through RNUP

At the TRG meeting the nature of the 407 Transitway's passage through RNUP was raised. Although the focus of the meeting was on station design, the segment between Donald Cousens and the York-Durham Line will likely have the greater impact on RNUP. Topics of specific interest to Parks Canada include ecosystem connectivity, particularly at the Little Rouge and Petticoat creek crossings; wildlife, trail, and farm machinery crossings; the footprint of the facility and embankment design; stormwater management; visual and noise impacts; and corridor vegetation management. We note the full 60-m corridor provisionally reserved for the 407 Transitway may not be required, and suggest opportunities be investigated where appropriate to reduce the extent of the corridor.

Stormwater from the transitway and associated stations and parking lots will flow into the Rouge and Petticoat watersheds within and adjacent to the park. We strongly encourage the use of low-impact development guidelines (e.g., permeable parking areas) in the design of stormwater management facilities.

Concluding Remarks

As mentioned at the TRG meeting, Parks Canada seeks to meet with the consultant and MTO prior to the 30 percent preliminary design presentation to the TRG scheduled for August 2015. An early meeting will ensure the opportunities identified above are assessed early in the design process; it will also develop confidence in the preliminary design as it proceeds, particularly for the segment through RNUP for which few design details now exist.

We ask that Parsons keep Parks Canada informed on its progress towards 30 percent preliminary design, and that it identify an appropriate time to meet well before that milestone is reached.

Parks Canada very much welcomes the opportunity to work closely with MTO and Parsons to ensure the 407 Transitway generates a net benefit for the future RNUP. Please continue to contact Richard Scott, Parks Canada's representative on the TRG at 705-742-1984 or richard.scott@pc.gc.ca.

Sincerely,



Pamela L. Veinotte,
Field Unit Superintendent
Rouge National Urban Park

c.c. Richard Scott, Parks Canada

Ms. Pamela L. Veinotte,
Field Unit Superintendent
Rouge National Urban Park

April 21, 2015

Dear Ms. Veinotte,

Thank you for your letter concerning the 407 Transitway - Kennedy Road to Brock Road. We are aware and most supportive of Parks Canada's effort to develop the Rouge National Urban Park (RNUP) and appreciate your feedback throughout the development of the Transitway project. MTO understands the need of providing public transit access to the park and will continue to consult with Parks Canada representatives to meet the transportation goals of RNUP while meeting the design and environmental goals and requirements of the Transitway. Please find below our responses to your specific comments:

Specific Comments:

Donald Cousens Station

Suggestion noted. The Project Team will coordinate our planning efforts with Parks Canada in the early stages of the preliminary station design.

York-Durham Line Station

Park Access

Unfortunately the projected ridership and future transit service along York-Durham Line are insufficient to support a station at this location. The MTO land that has been previously protected for a station facility will continue to be protected in case a station is required in the future. However, MTO supports investigating park access opportunities at this location. Your suggestion of an inter-line service from one of the adjacent stations (Donald Cousens and/or Whites Road) seems viable and will be further assessed during the Environmental Assessment phase of the project.

Environmental Enhancement

The MTO protected land is being considered for potential environmental compensation, identified through the course of the study. Any proposed ecological enhancements will be discussed with Parks Canada, TRCA and the Ministry of Natural Resources as part of this Environmental Assessment.

Segment through RNUP

Comment noted. A specific objective of the alignment design through the RNUP and the entire corridor is to minimize impacts to the surrounding environment.

MTO and our consultants will meet with Parks Canada prior to the submission of the Draft Environmental Report to the Ministry of Environment, and will keep Parks Canada informed of the progress of the 407 Transitway Study. Should you have any additional questions/comments, or require any additional information from the project team, please contact the undersigned.

Sincerely,



Amy Munn, PEng, BaSc
Project Engineer

c.c. Tarita Diczki, MTO
Richard Scott, Parks Canada



Elizabeth Paudel

From: Richard.Scott@pc.gc.ca
Sent: Tuesday, April 21, 2015 1:17 PM
To: Amy Munn
Cc: DeRose, Graham (MTO); Gus Garron; larry.sarris@ontario.ca; Diczki, Tarita (MTO); Pam.Veinotte@pc.gc.ca; Louis.Lavoie@pc.gc.ca; trevor.rendell@pc.gc.ca; Peter.Feldmann@pc.gc.ca; maria.papoulias@pc.gc.ca
Subject: RE: Parks Canada Letter re. Highway 407 Transitway
Attachments: 407 TW - Parks Canada Response Letter.pdf

Hi Amy,

Many thanks for your letter. We appreciate your positive response to the suggestions. I will follow up with you and Larry late next month to see when it would make sense to meet regarding the details.

Again, my appreciation for your quick and helpful response.

Richard

Richard Scott, MCIP, RPP | MICU, PPC
Senior Planner | Planificateur principal
Rouge National Urban Park Initiative / Initiative du parc urbain national de la Rouge Parks Canada | Parcs Canada
2155 Ashburnham Drive, P.O. Box 567 | 2155, promenade Ashburnham, C.P. 567
Peterborough, ON K9J 6Z6
richard.scott@pc.gc.ca

T 705-742-1984
Fax | T 705-742-9644
C 647-308-0336
Government of Canada | Gouvernement du Canada

Conserve, Restore and Connect with Nature | Conserver, restaurer et se rapprocher de la nature

From: Amy Munn <Amy.Munn@parsons.com>
To: <Richard.Scott@pc.gc.ca>
Cc: <larry.sarris@ontario.ca>, "Diczki, Tarita \ (MTO\)"
<Tarita.Diczki@ontario.ca>, "Gus Garron"
<Gus.Garron@parsons.com>, "DeRose, Graham \ (MTO\)"
<Graham.DeRose@ontario.ca>
Date: 21/04/2015 11:46 AM
Subject: RE: Parks Canada Letter re. Highway 407 Transitway

Hi Richard,

Please find attached a response to your letter. Please let me know if you have any questions.

Regards,
Amy

-----Original Message-----

From: Richard.Scott@pc.gc.ca [<mailto:Richard.Scott@pc.gc.ca>]

Sent: Thursday, April 16, 2015 5:27 PM

To: Amy Munn; larry.sarris@ontario.ca

Subject: Parks Canada Letter re. Highway 407 Transitway

Hi Amy and Larry,

Thanks for the discussion at the open house today in Pickering. It looks as if the letter I mentioned may not have been sent after all--my apologies. It's appended below.

Larry, as I mentioned, I will follow up with you and Amy towards the end of May; we can then discuss the merits of a meeting with Parks Canada before summer.

Regards,

Richard

Richard Scott, MCIP, RPP | MICU, PPC

Senior Planner | Planificateur principal

Rouge National Urban Park Initiative / Initiative du parc urbain national de la Rouge Parks Canada | Parcs Canada

2155 Ashburnham Drive, P.O. Box 567 | 2155, promenade Ashburnham, C.P. 567

Peterborough, ON K9J 6Z6

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Government of Canada | Gouvernement du Canada

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(See attached file: Parks Canada Letter-407 Transitway.pdf)

This communication may contain information that is confidential, privileged or subject to copyright. If you are not the intended recipient, please advise by return e-mail and delete the message and any attachments immediately without reading, copying or forwarding to others.

(See attached file: 407 TW - Parks Canada Response Letter.pdf)

PARSONS

HIGHWAY 407 TRANSITWAY FROM EAST OF KENNEDY ROAD TO BROCK ROAD
G.W.P. 13-20003, CA 2013-E-0027

MINUTES FROM MARKHAM & YORK MEETING

HELD ON: **Date:** Tuesday, February 16, 2016
 Time: 10:00 a.m.

HELD AT: Parsons Office (625 Cochrane Drive) 5th Floor South Conference Room

ATTENDEES: Richard Scott (RS)
 Trevor Rendell (TR)
 from Markham

 Robb Minnes (RM)
 Amy Munn (AM)
 from Parsons

 Sowel Kang (SK)
 from LGL

PURPOSE: **Introduction to project and discussion of concerns/constraints**

No.	Item	Action
1.	<p>Project Status Update</p> <ul style="list-style-type: none"> • Completed EPR draft to MTO by end of February • Goal to complete EPR for agency distribution in April • No current projected date for TRG 	
2	<p>Parks Canada – Rouge National Urban Park</p> <ul style="list-style-type: none"> • Park Status Update <ul style="list-style-type: none"> ○ Additional land in Pickering added to footprint (21 sq KM) east of York Durham line in north end – north of 407 corridor ○ Protecting on all environmental aspects – cultural, built heritage, archeological and meeting national park protection requirements as well ○ Havelock line – designing to work with or without implementation on the line ○ Aquatic restoration projects is a main focus right now within the park ○ Agriculture an integral component of Park plan. Agricultural leases will be continued. Parks Canada is trying to create win win situations for farmers and park restoration ○ Donald Cousens a potential major entrance into the Park. Entrance located at Donald Cousens and Highway 7 ○ Signage will be installed this year ○ MMM is trails consultant. Currently beginning their work ○ Transit access to the park considered a key element. Goal is to 	

No.	Item	Action
	<p>minimize parking, create social equity, currently investigating shuttle buses</p> <ul style="list-style-type: none"> • Land Transfer <ul style="list-style-type: none"> ○ The 200 hectare cap on transferring land back to the province for transportation needs is still in place. ○ Indications are that the full 60-metre corridor width reserved for the Transitway on the south side of the 407ETR will not be required. Provincial land ultimately not used for Transitway would likely be transferred to Parks Canada. 	
3	<p>407 Transitway</p> <ul style="list-style-type: none"> • Donald Cousens identified as main station that will provide access to the park. The suggested option is shuttle buses using the bus loop included in the station. Parks Canada requests to be identified as a potential user of the Donald Cousens station. • York-Durham Line site will be protected for potential environmental enhancements (restoration), to be identified during detailed design. Parks Canada has requested to be involved during this stage to better coordinate this work and adjacent restoration on Rouge National Urban Park lands. • Project is being taken to a preliminary design level (30% of detailed design). Enough design completed to identify and address any major issues. • Structures <ul style="list-style-type: none"> ○ Parks Canada prefers the structures are not butted against each other to allow for daylight penetration for wildlife passage ○ Project Team to check openness ratio of the streams/culverts/structures ○ Structure type and sizing will be identified in the EPR • Stormwater management <ul style="list-style-type: none"> ○ Stations have a pond, runningway to be dealt with in ditches and swales with some runoff going to expanded 407 ETR ponds and station ponds • Landscape Design <ul style="list-style-type: none"> ○ Commitment to work with Parks Canada on planting and maintenance of landscaping during detailed design phase. Parks Canada would prefer implementation of native plants in 	

PARSONS

Highway 407 Transitway East From East of Kennedy Road to Broack Road

Minutes of Durham Region and City of Pickering Planning Meeting (Wednesday, January 7, 2014)

Page 3

No.	Item	Action
	<p>corridor.</p> <ul style="list-style-type: none">○ Provided Frank Martins SHMO office, MTO for existing 407 ETR conditions.○ Landscape planting design included in EPR● Stage 2 archeology assessment to be completed during the detailed design stage.	
4	General <ul style="list-style-type: none">- Parks Canada expressed concerns about tile drainage located within the corridor. If the drainage is cut off water backs onto field making the land unusable. If it is located within the Transitway project area, to be dealt with appropriately during the detailed design stage.	

If there are any errors or omissions, please advise Amy Munn (Amy.Munn@parsons.com) within 7 days of issuance of these minutes.

Minutes prepared by: PARSONS



May 31, 2016

Ms. Amy Munn, P. Eng,
Parsons
500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

Dear Ms. Munn:

Re: Parks Canada Review: Highway 407 Transitway Draft Environmental Project Report

I thank both MTO and Parsons for involving Parks Canada in the continuing environmental review of this project through our participation on the Technical Resource Group, and for meeting with Parks Canada this past February 16. As you are aware, Parks Canada continues to work closely with the Province of Ontario to facilitate land transfers in the vicinity of the Highway 407/407 Transitway corridor in support of the establishment of Rouge National Urban Park. Since our last written communication in February 2015 the Rouge National Urban Park Act has come into force, and the first 19.1 square kilometres of land in the northern section of the park have been transferred to Parks Canada. In addition, Parks Canada continues to review the input received during the public engagement period following the June 2014 release of the draft management plan for the park.

We greatly appreciate the recognition of park interests in the planning of this important regional transit connection. An example of this recognitions includes the potential to accommodate a park shuttle at the Donald Cousens Station. This measure is consistent with our recent input into York Region's Transportation Master Plan review to facilitate a variety of non-automobile choices for getting to and moving through Rouge National Urban Park. The commitment to ensure the restoration of agricultural tile drainage is another example that is now referenced in the Environmental Project Report (EPR).

The appendix to this letter contains specific comments referenced to individual EPR documents and the appendices that support the EPR. The most significant comments relate to the following:

- A key concern is to maintain or enhance the continuity of ecosystems and trails, and the ability of park farmers to move machinery across the proposed route of the transitway. The primary focus of concern in this regard is the Little Rouge Creek crossing, and particularly the location of the west abutment of the proposed span. The current 407ETR bridges accommodate movement on the west side tablelands. We recommend a longer transitway bridge to similarly provide for wildlife movement, trails, and the movement of agricultural equipment on these west side table lands—something the current configuration does not accommodate.

- The landscape design for the corridor needs to better recognize the unique environment presented by Rouge National Urban Park, in terms of the landscape approach in the corridor with respect to adjacent park lands, and in the strategy for ecological compensation that is to be accommodated on provincially-owned land at the York-Durham Line site. The EPR (and specifically Appendix I—Landscape Design Report), should identify an overall strategy for both aspects of this project in the context of the park, including a commitment to coordinate ecological compensation with any ecological restoration Parks Canada undertakes on the nearby Petticoat Creek.
- The land required for the transitway as defined in the EPR differs from that which has been identified under the current federal/provincial agreement. At the very least it appears the mapping does not match. The right of way requirements will require clarification.

Given the extensive volume of material to review and the specific interests of Parks Canada in this project, I suggest the following:

- Parks Canada will provide additional comments on specific natural heritage elements of the EPR, and in particular Appendix D—Fish and Fish Habitat Report and Appendix E—Terrestrial Report;
- My staff will follow up with you to request a meeting with Parsons and MTO to review specific comments and concerns identified in this submission. We recommend that TRCA staff also attend such a meeting.

Again, my appreciation for facilitating Parks Canada's involvement in this important initiative.

Sincerely,



Pamela L. Veinotte,
Field Unit Superintendent
Rouge National Urban Park

c.c. Scott Back, Richard Scott, Maria Papoulias, Parks Canada
Suzanne Bevan, Beth Williston, TRCA

**PARKS CANADA DETAILED COMMENTS:
HIGHWAY 407 TRANSITWAY EPR DOCUMENTS AND APPENDICES**

ENVIRONMENTAL PROJECT REPORT DOCUMENTS

Executive Summary

Page E-2

- Under “Federal Legislation” list the Rouge National Urban Park Act
- In the list of plans, add Rouge National Urban Park draft Management Plan

Page E-5

- Rouge National Urban Park, not “Rouge Urban National Park”

1—Introduction

Page 1-2

- 1.5.1.2: Under “Federal Legislation” list the Rouge National Urban Park Act. You could include Clause 4 (purpose of the park), as well as its protection of nature, culture, and agriculture.
- 1.5.2: Use the description of the Rouge National Urban Park draft Management Plan (2014) that is currently in Section 3.2.1. See notes under 3.2.1 below for appropriate text in that section.

2—Transportation Needs

Page 2-1: The map with respect to Rouge National Urban Park and the proposed Pickering Airport is outdated. The boundaries of RNUP should be depicted.

3—Existing and Future Conditions

Page 3-24, Section 3.2.1: Provide more details on the park draft management plan as it pertains to roads in the park, natural connectivity, agriculture, and trails (which are planned to cross beneath the Transitway along Little Rouge Creek). The plan is available for viewing at:

<http://www.pc.gc.ca/eng/progs/np-pn/cnpn-cnnp/rouge/particip-involve/rouge5.aspx>

4—Alternatives

Page 4-1, Section 4.2 Corridor Assessment: Provide more details on the options of distance from 407 as the Transitway crosses Rouge National Urban Park. For example, at our February 16, 2016 meeting we discussed the merits of close-in versus a standard separation with respect to the Little Rouge Creek bridge as well as the length of culverts elsewhere and the potential for daylighting between 407 and the transitway.

5—Preferred Alternative

Pages 5-8 to 5-9, Section 5.2.3.3 Donald Cousens Station:

- The proximity of this station to Rouge National Urban Park, and its potential to provide region-wide transit access to the park, should be mentioned. In this regard, the “Access to / egress from” section on page 5-9 should mention the potential for detailed design to facilitate the linking of the station into the planned park trail network (as does page 6-6 in the Mitigation report).

- The potential long-term GO station should also be mentioned, and the need for detailed design to facilitate the interchange of passengers. Parks Canada has identified these as important factors at meetings with the consultant.

Page 5-10, Section 5.3.1 Overpasses and Underpasses:

- Trail connections and wildlife crossing beneath overpasses—particularly at river crossings—should be added as a consideration determining span length and the number of spans, as should the need for the movement of agricultural machinery in Rouge National Urban Park. This is particularly the case with respect to the Little Rouge Creek crossing in Rouge National Urban Park. Here, the park’s main north-south park trail will parallel the creek and pass beneath the transitway. There may be similar cases elsewhere along the corridor beyond the park (such as the Seaton Trail along the West Duffins corridor).
- See notes under Plate 14 below for comments relating to the Little Rouge Creek crossing.

Page 5-11, Table 5.7, Proposed structures:

- Add “Farm machinery movement, Rouge National Urban Park Trail” to the Location description for Structure 5.1.7. Reesor Road.
- Add “North-south Rouge National Urban Park Trail” to the Location description for Structure Reference 5.1.9. Little Rouge Creek.

Page 5-18, Table 5.11, Culverts and Bridges: Culverts 19- 21 are found within the park. We would like to further examine the design of these culverts in relation to the options of daylighting between Highway 407 and the Transitway, as discussed at our February 16 meeting. The table indicates these culverts range in length from 36 to 45 metres, but it is not clear if the culverts constitute extensions of existing Highway 407 culverts or if there is an opening or provision for daylighting.

Page 5-20, Section 5.7, Illumination: The draft Rouge National Urban Park Management Plan (2014) proposes an “Urban Star Park” designation (a standard set by the Royal Astronomical Society of Canada) in which lighting in the park is kept to a minimum, and that lighting that is used is downward casting (i.e., cut-off) only. We ask that lighting within or near the park (such as at Donald Cousins station and associated parking area) be reduced to acceptable minimums consistent with public safety and operational requirements. We would like to see a reference and a commitment to “Urban Star Park” lighting methods stated in the EPR.

Page 5-21, Section 5.9, Landscaping:

- In discussions with the consultants, Parks Canada has previously identified the need for landscaping and vegetation to be compatible with the park. We ask that a reference to the unique conditions presented by the passage of the Transitway through Rouge National Urban Park be included, and that the landscaping be of a type supportive of the native species that Parks Canada will manage in adjacent natural landscapes in the park. The Little Rouge Creek Corridor and other stream crossings and abutting natural areas are important in this regard.
- We also ask that the compensation planting that we understand is to be undertaken in the provincially-owned lands adjacent to the York-Durham Line interchange be identified in this section, and a commitment to work with Parks Canada to ensure that the restoration undertaken here is coordinated with ecological restoration efforts Parks Canada expects to implement on the immediately-adjacent Petticoat Creek corridor.

- We also note from Plate 15 that some forest cover will be lost. We ask that the EPR state that detailed tree and vegetation inventories will be undertaken in the corridor where it crosses Rouge National Urban Park, and that in keeping with the former Rouge Park policy, 11 trees will be planted for every tree lost.

Plate D-1, Donald Cousens Station: We are pleased to see reference to a future GO station, which recognizes a future planning initiative. In this vein, we ask that a note be added similar to that identifying a “Potential Pedestrian Walkway to the Commercial Development West of Donald Cousens Parkway” that references a connection to the park trail network east of the station.

Plate YD-1 York-Durham Station Site: We are pleased to see the potential for a station at this location being protected. We would like to see a note referencing this site as a location for future ecological compensation from the loss of natural features on other segments of the transitway.

Plate 14:

- The west abutment and fill for the Little Rouge Creek bridge intrude too closely into the valley, and provide less buffering than the existing Highway 407 bridge. This bridge crosses the park’s most important wildlife and trail corridor. From a wildlife point of view, this bridge does not seem to reflect the “Wildlife and Wildlife Habitat” mitigation commitment to maintain wildlife corridors along river crossings (Table 6.7, Page 6-34, and Page 6-40 in the Mitigation report).
- An additional span on the west side of the creek is required to provide sufficient buffering from the creek, to provide for wildlife passage on the west side of the creek in the valley and on adjacent tableland behind the steep slope, to provide sufficient space for a potential pathway along the west side tableland, and to provide sufficient space for the movement of agricultural equipment on the tableland. The current design blocks north-south access for any wildlife, visitor, and farm machinery movement on the tableland on the west side of the creek, movement that the current 407ETR bridges accommodate.
- It appears standardized span lengths may be used for larger crossings, resulting in pier locations in the Little Rouge Creek valley that are driven by girder manufacturing considerations, and not environmental conditions in the valley itself. Ideally, a fewer number of longer spans would reduce the amount of disturbance from pier construction in the valley, and avoid the placement of any piers in the creek itself.
- There appears to be no treatment of stormwater runoff from the Transitway on both sides of the creek. Provision should be made for it.

Plate 15:

- Stormwater appears to have no treatment identified in this plate.
- The configuration of culverts indicated in Table 5-11 is not illustrated on this plan. It is therefore not possible to understand their specific location, if there is any daylighting, and how drainage will be treated.
- We ask that a note be added to the plate to indicate that agricultural tile drainage will be identified, and that any tile drainage disrupted by construction will be restored to a functioning condition.
- The amount of natural cover and agricultural land lost in the transitway corridor where it crosses the park should be identified.

Plate 16:

- The function of the “York-Durham Protection Site” should be stated, primarily its role as a location for compensation ecological restoration.
- The transitway could be shifted to the north to reduce the fragmentation of this site.

6—Mitigation

Pages 6-6 to 6-7

Section 5.2 Footprint Impacts, Donald Cousens Station to Whites Road Station: We would like to see this section subdivided at York-Durham Line. As currently organized, it is impossible to quantify what impacts are within the corridor as it traverses the park, and it is not possible from the description to know where one is.

Page 6-11

Rouge National Urban Park: The reference to the Park appears as little more than that. This section should document the effects of the transitway on park resources abutting the transitway and the mitigation to be implemented. To this end, we request that more specific assessment of effects from the transitway as it crosses the park be explicitly stated in the EPR. This could involve a rearrangement of material presented earlier in this document. We would also ask that instead of listing generic mitigation measures (as per Table 6.3), that specific mitigation measures specific to the park and specific issues and locations within the park be catalogued.

Page 6-13

Table 6.3, Vegetation and Vegetation Impacts:

- Overall, the “Monitoring and Recommendation” column seems to not follow through on many of the recommendations in the “mitigation” column to its left. More measures should be identified.
- As per the recommendation of compensation to be identified in consultation with agencies during the Detailed Design stage, we recommend an 11 to 1 natural cover compensation plan be provided for as was the past policy of the former regional Rouge Park.
- We also suggest that the right-of-way landscape be so designed as to enhance the extent of natural function in adjacent areas of Rouge National Urban Park, and that it function as a form of mitigation for vegetation lost in the corridor where it crosses the park, or other areas requiring mitigation.

Page 6-15

Ninth Line to York Durham Line Runningway: Parks Canada very much appreciates the assurance that Donald Cousens station design will accommodate potential for a park shuttle service.

Page 6-16

Donald Cousens Parkway Station: We ask that the text state that detailed design will incorporate a pathway link to the park.

Pages 6-21 and 6-22, Table 6-4, Land Use:

- Rouge National Urban Park should be mentioned specifically with respect to agricultural tile drainage under “Impacts” and be included along with the Duffins Agricultural Preserve under “Proposed Mitigation Measures” and/or “Monitoring and Recommendation.”
- An additional mitigation measure could be that following detailed design, provincially-owned land next to Rouge National Urban Park that is identified as surplus to transitway requirements be considered for transfer to Parks Canada as an addition to the park.

- Parks Canada appreciates the reference to the park shuttle, and recommends a potential pathway link to the park from Donald Cousens station be added to the list.

Page 6-36, Table 6-8

Noise and Vibration: Any impacts of noise on visitor uses in the vicinity of the transitway during construction should be noted, such as use of the north-south trail along Little Rouge Creek passing beneath the 407ETR and transitway.

Page 6-39, Table 6-9

Any potential impacts of construction on adjacent Rouge National Urban Park should be mentioned, including trail use in the valley, the movement of farm machinery, and other potential impacts.

Page 6-47, 6.5.1 Protected MTO Sites, York Durham Line Site

The discussion focus on mitigation of impacts should be complemented by the potential for coordinating the ecological compensation to be hosted by this site with that along Petticoat Creek in abutting Rouge National Urban Park.

7—Implementation

Page 7-1, 7.1.1. Pre-Construction

- The requirement for field investigations regarding avian field species such as Bobolink and Eastern Meadowlark that are noted in Document 6—Mitigation (6-9, 6-10, 6-30, 6-34) should be referenced.
- Determining the extent of potentially-affected agricultural tile drainage and required mitigation strategies should be added to the list in this section

Section 7.1.2., Construction

- Page 7-2, Landscape Design Plan: We ask that a sentence be added to note the special circumstances regarding landscape design abutting Rouge National Urban Park, and that Parks Canada will be consulted in the development of the landscape plan for this part of the transitway. We also request that this section reference the compensation area on the York Durham Line site as a component of the landscape design plan, and that the design of compensation planting in this area will be coordinated with any planting that Parks Canada plans along Petticoat Creek. We ask also that in the event Parks Canada initiates restoration along the Creek prior to MTO's initiation of the landscape plan, that MTO will be receptive to being consulted by Parks Canada.
- Page 7-3, Lighting: We ask that cut-off lighting be used if required in the corridor traversing Rouge National Urban Park, and in the Donald Cousens station.
- There is no reference to the maintenance of trail access across the transitway during construction. This will be a critical consideration along the primary north-south trail corridor serving visitors to Rouge National Urban Park. We ask that a new row addressing this consideration (generally, perhaps, along the transitway corridor) be added.

8—Consultation

No comments.

9—Commitments

Given provincial jurisdiction of the corridor extending through Rouge National Urban Park, and the similar interests of the Toronto Region Conservation Authority with respect to watercourse crossings, we suggest this document include a commitment that MTO voluntarily complies with TRCA's approval

regime. Such a commitment will ensure the detailed design meets required standards designed to safeguard human health, property, and the natural environment—all key considerations for Parks Canada on adjacent lands in Rouge National Urban Park.

Page 9-1, Section 9.2—Consultation

We ask that Parks Canada Agency be added to the list of external agencies to be consulted.

Page 9-3, Section 9.3—Detail Design and Construction Issues

Identify Parks Canada Agency as the authority to be consulted with respect to species listed under the Canadian Species at Risk Act where the transitway corridor traverses Rouge National Urban Park.

References

Add the following reference: Rouge National Urban Park Draft Management Plan (Parks Canada), 2014.

APPENDICES

(more detailed comments on natural heritage-related appendices to follow at a later date)

Appendix E—Terrestrial

Pages 31-32 (Section 4.2.1)

- The description of the loss of vegetation in the section between Donald Cousens station and Whites Road station is missing. This section includes Rouge National Urban Park.
- It would be useful to break down the segments in this section so that specific impacts on Rouge National Urban Park can be quantified.

Page 36, Section 4.2.3.1 Compensation: The role of the York Durham Line compensation site should be identified in this section, as should the general amount and type of compensation vegetation required. The commitment to coordinate compensation planting with ecological restoration undertaken by Parks Canada along Petticoat Creek should be mentioned.

Page 39 (Section 4.3.1, Runningway Impact): Again, a description of the section between Donald Cousens station and Whites Road station is missing.

Page 41, Section 4.3.4 Barrier Effects on Wildlife Passage: As stated earlier, the Little Rouge Bridge does not provide passage for wildlife on the west bank tableland; an additional span to push the west abutment back would provide for this movement, as well as for a potential trail and agricultural machinery movement.

Appendix G—Cultural Heritage Resource Assessment

Cultural landscapes should also be referenced with respect to Rouge National Urban Park. Parks Canada is in the process of identifying and assessing such landscapes as they reflect different eras of the park's human history. To this end:

Section 2.1, Legislation and Policy Context should include reference to the Rouge National Urban Park Act, as well as the direction on cultural landscapes contained in the 2014 draft management plan for the park (including page 19 of the draft management plan).

Page 28 bottom to page 29 top: The Rouge Park description should be amended, as follows:

- References to “Rouge Park” should be changed to “Rouge National Urban Park.”

- The paragraph should be amended to reflect the fact that the park extends east of Little Rouge Creek to the York-Durham Line; as currently written, the text implies the park does not exist anywhere east of Little Rouge Creek.

Various pages: References to CHL 6 should be changed from “Rouge Creek” to “Rouge River.”

Page 37: CHL 6 (Little Rouge Creek): The existing text should be augmented to read (new text in italics): “Post-construction rehabilitation should include plantings sympathetic to the historical context of the resource *and adjacent Rouge National Urban Park, and involve consultation with Parks Canada.*”

Section 6.0 References: Add “Parks Canada. 2014. Draft Management, Rouge National Urban Park.”

Page 38, Conclusions:

- This section should reference the fact that the lands traversed by the transitway corridor between the Canadian Pacific Rail Line and York-Durham Line will be part of Rouge National Park, and that these landscapes will be protected for their natural, cultural, and agricultural value.

Page 39, Recommendations:

- Given the cluster of two heritage buildings and landscapes designated under the Ontario Heritage Act and the recognition in this report that Reesor Road has cultural heritage interest, we suggest an additional recommendation that the ensemble of buildings, landscapes, and Reesor Road be addressed collectively to maintain the cultural heritage character of this area. Although Reesor Road itself in this area is not included within Rouge National Urban Park, the road forms an important visitor “spine” through the park both south of the CPR line and north of Highway 7. No other road in the park is more associated with its cultural and agricultural heritage. The City of Markham has recognized the value of retaining its landscape character in future development planned between Highway 407 and Highway 7; the short distance south of Highway 407 to the CPR line should be similarly addressed in this report.

Appendix I—Land Use Report

Parks Canada appreciates the attention given the draft Management Plan for Rouge National Urban Park issued by Parks Canada in 2014 for public discussion. The draft management plan is currently being revised.

Pages 28-30 (9th Line to York Durham Line): The 2014 draft management plan proposal for a north-south trail along the Little Rouge Creek should be identified in the text, and mitigation discussed.

Page 30: Potential Future Donald Cousens Station: Reference to potential trail access from this station into Rouge National Urban Park should be added.

Page 31: MTO Property Protection at York Durham Line: The coordination of environmental compensation activities on this site with those by Parks Canada in adjacent Rouge National Urban Park should be referenced.

Page 35: Section 6, Environmental Protection and Mitigation Measures: The impact of construction on cross-corridor trails such as the planned north-south trail in the Little Rouge Creek corridor, as well as on the movement of agricultural machinery in the park in this corridor and along north-south roads in the park traversing the transitway corridor, should be referenced.

Appendix K—Noise Report

Figure 10: The Donald Cousens station footprint west of Reesor Road differs from the location east of Reesor Road recommended in document 5 (“Preferred Alternative”) of the EPR. The noise and vibration analysis may require updating as a result.

Appendix L—Landscape Design Report

Landscape Composition: Donald Cousens Station to York Durham Line (pages 15-18)

- The sub-consultant appears unaware that the lands on either side of the 407ETR/Transitway corridor are to become Rouge National Urban Park.
- As such, the several references to “vacant” land abutting the transitway corridor are inappropriate.
- We ask that the sub-consultant rewrite this section in the context of the national urban park’s mandate to protect natural heritage, cultural heritage, and agricultural heritage. We expect the resources assessment to change accordingly in the context of these resources which form the basis of park values.

Conclusions

- As with the previous section, the conclusions do not recognize the presence of Rouge National Urban Park as a distinguishing feature along an otherwise “vacant” corridor.
- Only wooded areas are highlighted in the introductory text on page 25 as having any ecological value, whereas the detailed planting prescriptions articulated on page 27 recognize a broader range of ecological restoration opportunities, such as riparian corridors and wetlands. This diversity is of particular importance where the transitway corridor traverses Rouge National Urban Park. We suggest the introductory text be amended to reflect both the larger value of landscape diversity along the corridor (including meadows), and specifically reference the park as a unique circumstance requiring a tailored approach.
- We support the ecological restoration approach highlighted in the text on page 26, and view it as complementary to the approach Parks Canada is taking in the park to restore ecosystems.

Figures

- The figures appear to depict existing landscape features but contain no information on the landscape design strategy/approach. Some indication of what is intended and where—even at a high level, would reflect the intent of the document (if its title is to be read correctly).
- Figures 7, 8, and 9 should reference Rouge National Urban Park and include the park boundaries.
- The “Vacant Land” reference to lands within the park referenced in Figure 9 should be replaced with “regenerating land.”
- There is no reference to what might be intended at the ecological compensation site at the York Durham Line, nor the potential role it might play in any ecological restoration along Petticoat Creek within Rouge National Park. We would like to see this area addressed in this report.

Appendix O—Property Protection Plates

Plate 6: The “Transitway ROW” depicted on this plate appears to vary from the limits of the park as currently understood. In this context, the “PROTECTED ROW EXTENDED IN AGREEMENT WITH PARKS CANADA” notation identifying the property boundary widening east of Little Rouge Creek is not clear. In general, the boundary as shown on this plate appears generous, a function of what appears to be a widening beyond the planned embankments for the Little Rouge Creek Bridge and a generous separation of the transitway from the eastbound (south side) lanes of the 407ETR—perhaps to

PARSONS

HIGHWAY 407 TRANSITWAY – PLANNING & PRELIMINARY DESIGN
FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 13-20003, C.A. #2013-E-0027

MINUTES OF TRCA, PARKS CANADA, MNRF MEETING

HELD ON: July 11, 2016 at 1:00 p.m.

HELD AT: TRCA Head Office – 101 Exchange Avenue, Concord

PRESENT: Suzanne Bevan **of: TRCA**
Rebecca Elliott
Cherilyn Silvestri
OTHERS

Adam Challice **of: MNRF**

Richard Scott **of: Parks Canada**
Maria Papoulias

Graham DeRose **of: MTO**
Adrian Formani

Gus Garron **of: Parsons**
Amy Munn
Robb Minnes
Chris Bishop
Cristina Iliescu
Richard Morales

Grant Kauffman **of: LGL**
Sowel Kang

PURPOSE: To discuss comments received on the 407 Transitway Kennedy to Brock Project Environmental Project Report.

No.	Item	Action
1.	407 Transitway Project Introduction <ul style="list-style-type: none">• Introduction of the 407 Transitway Project was provided.• Key objective of the EA is to protect land for a Transitway facility to be implemented in the future. Currently there is no specific timing or funding to construct facility.• MTO mandate currently extends to the Preliminary Design stage• Likely implementation will occur in stages, however current design accounts for the ultimate condition.• If there are any changes to the planned Transitway configuration, they will be subject to an EPR Addendum or whichever decision is taken by MOECC.	

No.	Item	Action
	<ul style="list-style-type: none"> • Project team indicated that a commitment to consult with relevant stakeholders during Detail Design and construction is being included in the EPR • TRCA requested that response to TRCA’s comments be introduced by a comprehensive background and status of the project. 	Project Team
2.	<p>Comments Received from TRCA, PC and MNRF on EPR</p> <ul style="list-style-type: none"> • Storm Water Management/Drainage <ul style="list-style-type: none"> ○ Project team indicated that the HEC RAS models would be provided to TRCA. TRCA and Project Team specialists will discuss delivery and review process and schedule. ○ Regional event would result in flooding conditions at the stations. ○ Enhanced swales /bioswales / elongated ponds being used along transitway runningway. Will provide Hicken bottom details. ○ MNRF requested more narrative in the Report with regards to criteria that cannot be met, if any or any other issues ○ MNRF noted that one of the criteria for a pond discharging to a redbase dace habitat is to have a permanent pool depth of 3m; if this criteria cannot be achieved discuss in the report what are the alternative solutions (cooling trenches or other means to alleviate thermal impacts on watercourses) ○ TRCA indicated concern that current pond sizing may not be sufficient when the Transitway is built in the future due to possible changes in conditions and/or standards. Project Team indicated the preliminary design was developed using current standards. Where possible, additional land is being protected and could be used in required situations. Where no additional land is available, and due to future conditions a larger pond is required, size of surface facility may need to be revised. ○ TRCA requested a list of existing structures along 407 ETR and their respective lengths to ensure new 407 Transitway structures are at least as large as the existing ones across the corridor. ○ TRCA requested floodplain mapping for each station site. • Green Infrastructure <ul style="list-style-type: none"> ○ TRCA and Parks Canada asked if Pervious Pavers or Green & Blue design is being considered. The project team indicated that this is not being considered at this stage, but it could be a consideration in Detail Design. • Structures <ul style="list-style-type: none"> ○ Project team noted that all structures and culverts are currently sized to be equal to or larger than the existing 407 ETR structures. ○ TRCA to identify areas where they want larger structures in headwater areas. 	<p>Project Team TRCA</p> <p>Project Team</p> <p>Project Team</p> <p>TRCA</p>

No.	Item	Action
	<ul style="list-style-type: none"> • Alignment through York/Durham Line <ul style="list-style-type: none"> ○ The project team noted that the alignment cannot be shifted north in this area. Doing so would compromise the operational, geometric and sightline safety. • Brock Road Area Alignment <ul style="list-style-type: none"> ○ MNRF suggested that the Transitway alignment use the 16th corridor to reduce impact to environment. Project Team explained that Project limits end at Brock Road. Alignment shown east of Brock Road matches alignment of the immediate eastern section of the already EA approved Transitway; however, aware of presence of environmentally sensitive features in the area, the alignment being presented in this EPR offers sufficient flexibility for alignment adjustments east of Brock Road as necessary. This adjustment will be addressed as part of the east of Brock section project. ○ The EPR will include a note on drawing indicating that alignment east of the proposed Brock Station will be re-evaluated as part of East of Brock project. • Groundwater <ul style="list-style-type: none"> ○ Commitment from project team to go back to specialist and confirm findings. ○ MNRF requested that evidence be provided that there are no groundwater issues in the study area. • Endangered Species <ul style="list-style-type: none"> ○ Project team to clarify commitment with respect action if endangered species are present 	<p>Project Team</p> <p>Project Team</p> <p>Project Team</p>
<p>3.</p>	<p>Consultation Process</p> <ul style="list-style-type: none"> • PC suggests a section in the EPR discussing the commitments and consultation process including: <ul style="list-style-type: none"> ○ How will future consultation be implemented particularly during detail design and for any amendment process? ○ Clarification on process, & consultation in the future to be included in commitments section. 	<p>Project Team</p>
<p>4.</p>	<p>Additional Action Items</p> <ul style="list-style-type: none"> • Timeline to be provided to TRCA/PC/MNRF of when responses will be sent. • TRCA/PC/MNRF to indicate review time for responses. 	<p>Project Team</p> <p>TRCA/MNRF /PC</p>

If there are any errors or omissions, please contact the undersigned.

Amy Munn

Minutes prepared by:
PARSONS

Sowel Kang

Subject: UH#EZ #73 : #wudqvlwz d|#0#WUFD#2#P Q UI#2#Scunv#F dqqdgd#P hhwltqj #P lqxwhv

-----Original Message-----

From: Richard.Scott@pc.gc.ca [mailto:Richard.Scott@pc.gc.ca]

Sent: Friday, August 12, 2016 3:25 PM

To: Munn, Amy <Amy.Munn@parsons.com>

Cc: Bishop, Chris <Chris.Bishop@parsons.com>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>; Garron, Gus <Gus.Garron@parsons.com>; Burkart, Jackie (MNR) <Jackie.Burkart@ontario.ca>; Sarris, Larry (MTO) <Larry.Sarris@ontario.ca>; maria.papoulias@pc.gc.ca; r.minnesconsulting@gmail.com; scott.back@pc.gc.ca; warren.may@ontario.ca

Subject: RE: FW: 407 Transitway - TRCA / MNR / Parks Canada Meeting Minutes

Hi Amy,

My apologies for the delay in getting back to you. We have reviewed your counter proposal and are very comfortable with it. Parks Canada very much appreciates the gesture that Parsons and MTO have made to recognize the important public objectives associated with Little Rouge Creek.

I will be on vacation (yet again) until Monday, August 22. Should you have need of further communication next week, please contact Scott Back or Maria Papoulias, both of whom are copied on this e-mail.

Thanks again Amy.

Richard

Richard Scott, MCIP, RPP

Senior Planner, Rouge National Urban Park Initiative Parks Canada / Government of Canada

2155 Ashburnham Drive, P.O. Box 567, Peterborough, ON K9J 6Z6

richard.scott@pc.gc.ca / Cel: 647-308-0336

Richard Scott, MICU, PPC

Planificateur principal, Initiative du parc urbain national de la Rouge Parcs Canada, Gouvernement du Canada

2155, promenade Ashburnham, C.P. 567, Peterborough, ON K9J 6Z6

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Time to Connect / Un bon temps pour se rapprocher

From: "Munn, Amy" <Amy.Munn@parsons.com>

To: "Richard.Scott@pc.gc.ca" <Richard.Scott@pc.gc.ca>

Cc: "maria.papoulias@pc.gc.ca" <maria.papoulias@pc.gc.ca>, "scott.back@pc.gc.ca" <scott.back@pc.gc.ca>, "Burkart, Jackie (MNR)" <Jackie.Burkart@ontario.ca>, "warren.may@ontario.ca" <warren.may@ontario.ca>, "DeRose, Graham (MTO)"

<Graham.DeRose@ontario.ca>, "Garron, Gus"
<Gus.Garron@parsons.com>, "Sarris, Larry (MTO)"
<Larry.Sarris@ontario.ca>, "Bishop, Chris"
<Chris.Bishop@parsons.com>, "r.minnesconsulting@gmail.com"
<r.minnesconsulting@gmail.com>

Date: 21/07/2016 11:04 AM

Subject: RE: FW: 407 Transitway - TRCA / MNRF / Parks Canada Meeting
Minutes

Hello Richard,

Thanks for sending a marked-up plan illustrating an alternative arrangement for the 407 Transitway crossing of Little Rouge Creek. Increasing the two west spans to 60m, as proposed by Parks Canada, would imply designing a different type of superstructure of the bridge with significant cost implications. As an alternative to address Parks Canada's request, maintaining the currently designed pre-stressed concrete I-Girder bridge superstructure, the 407 Transitway team can add a 42m span at the west end of the bridge without modifying the location of the proposed piers (see attached mark-up plan). This will be reflected in the EPR. Please note that 42m is the widest span allowed for a pre-stressed concrete I-Girder type of structure.

Thanks,
Amy

-----Original Message-----

From: Richard.Scott@pc.gc.ca [mailto:Richard.Scott@pc.gc.ca]

Sent: Tuesday, July 19, 2016 3:42 PM

To: Munn, Amy <Amy.Munn@parsons.com>

Cc: maria.papoulias@pc.gc.ca; scott.back@pc.gc.ca; Burkart, Jackie (MNR) <Jackie.Burkart@ontario.ca>; warren.may@ontario.ca

Subject: Re: FW: 407 Transitway - TRCA / MNRF / Parks Canada Meeting Minutes

Hi Amy,

As requested by Parsons and MTO at our July 11 meeting involving the TRCA, MNRF, Parks Canada, MTO, and Parsons, please find appended a marked-up plan showing an alternative west abutment location for the 407 Transitway crossing of Little Rouge Creek. The location provides a sufficient amount of table land that, when combined with the natural bank down to the creek, would optimise wildlife passage for this crossing (including what slope might be required in front of an abutment to existing ground level). It also provides sufficient space for a potential west bank trail crossing across the 407ETR/Transitway corridor. We have shown two 60-m spans at the bridge's west end, one a lengthened existing span, and a second new span.

I spoke with Warren May of MNFR following the meeting, and with Jackie Burkart (also of MNRF) today at Warren's suggestion, in recognition of the provincial Greenbelt Plan objective of this corridor to provide ecological connectivity between Lake Ontario and the Oak Ridges Moraine. They are copied on this e-mail.

As I mentioned in our phone call this morning, I will be on vacation starting tomorrow, returning August 8. Should you have any questions, please contact Maria Papoulias or Scott Back of Parks Canada; they are copied on this e-mail.

We have no comments on the minutes you sent--thanks for preparing them.

My thanks again for holding the meeting, and for offering the opportunity to revisit the sizing of this important crossing.

Richard

Richard Scott, MCIP, RPP
Senior Planner, Rouge National Urban Park Initiative Parks Canada / Government of Canada
2155 Ashburnham Drive, P.O. Box 567, Peterborough, ON K9J 6Z6
richard.scott@pc.gc.ca / Cel: 647-308-0336

Richard Scott, MICU, PPC
Planificateur principal, Initiative du parc urbain national de la Rouge Parcs Canada, Gouvernement du Canada
2155, promenade Ashburnham, C.P. 567, Peterborough, ON K9J 6Z6
richard.scott@pc.gc.ca / Tél. cell. : 647-308-0336

Time to Connect / Un bon temps pour se rapprocher

(See attached file: 407 Tway Little Rouge Bridge Lengthening Sketch.pdf)

From: "Munn, Amy" <Amy.Munn@parsons.com>
To: "richard.scott@pc.gc.ca" <richard.scott@pc.gc.ca>,
"maria.papoulias@pc.gc.ca" <maria.papoulias@pc.gc.ca>
Date: 19/07/2016 07:44 AM
Subject: FW: 407 Transitway - TRCA / MNRF / Parks Canada Meeting
Minutes

Hi Richard & Maria,

I received a message saying the email was delayed. Just wanted to make sure you received the minutes.

Thanks,
Amy

From: Munn, Amy
Sent: Monday, July 18, 2016 9:15 AM
To: 'Suzanne Bevan' <SBevan@trca.on.ca>; 'bwilliston@trca.on.ca' <bwilliston@trca.on.ca>; 'csilvestri@trca.on.ca' <csilvestri@trca.on.ca>; 'ggreen@trca.on.ca' <ggreen@trca.on.ca>; 'relliott@trca.on.ca' <relliott@trca.on.ca>; 'ssmith@trca.on.ca' <ssmith@trca.on.ca>; 'slingertat@trca.on.ca' <slingertat@trca.on.ca>; 'Adam.Challice@ontario.ca' <Adam.Challice@ontario.ca>; 'richard.scott@pc.gc.ca' <richard.scott@pc.gc.ca>; 'maria.papoulias@pc.gc.ca' <maria.papoulias@pc.gc.ca>; 'DeRose, Graham (MTO)'

<Graham.DeRose@ontario.ca>; Firmani, Adrian (MTO) <Adrian.Firmani@ontario.ca>; Garron, Gus <Gus.Garron@parsons.com>; 'Robb Minnes' <r.minnesconsulting@gmail.com>; Bishop, Chris <Chris.Bishop@parsons.com>; Iliescu, Cristina <Cristina.Iliescu@parsons.com>; Morales, Richard <Richard.Morales@parsons.com>; Sowel Kang <skang@lgl.ca>; Grant Kauffman <gkauffman@lgl.ca>
Subject: 407 Transitway - TRCA / MNRF / Parks Canada Meeting Minutes

Hi All,

Please find attached the minutes from last Monday's meeting.

Thanks,
Amy Munn, PEng
Project Engineer

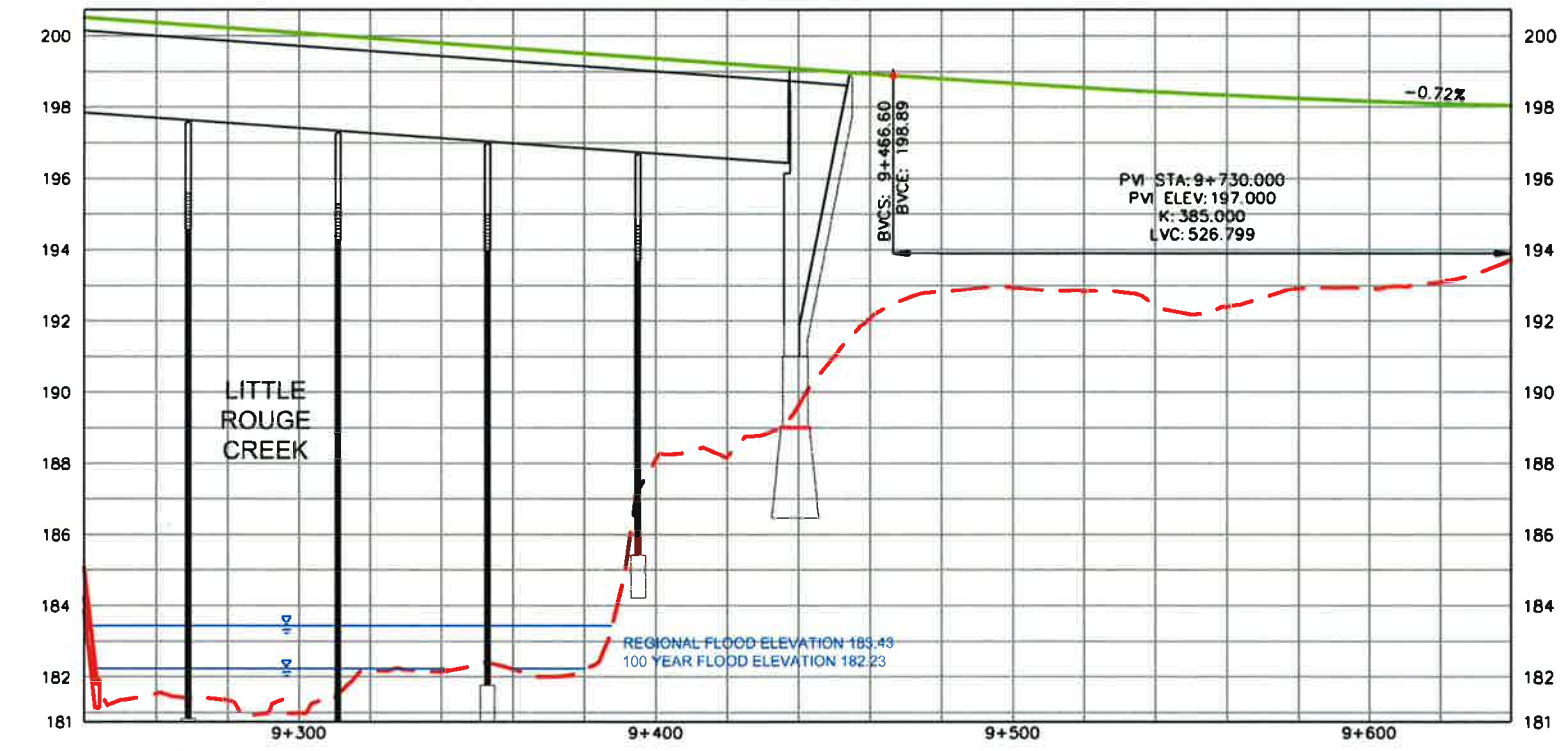
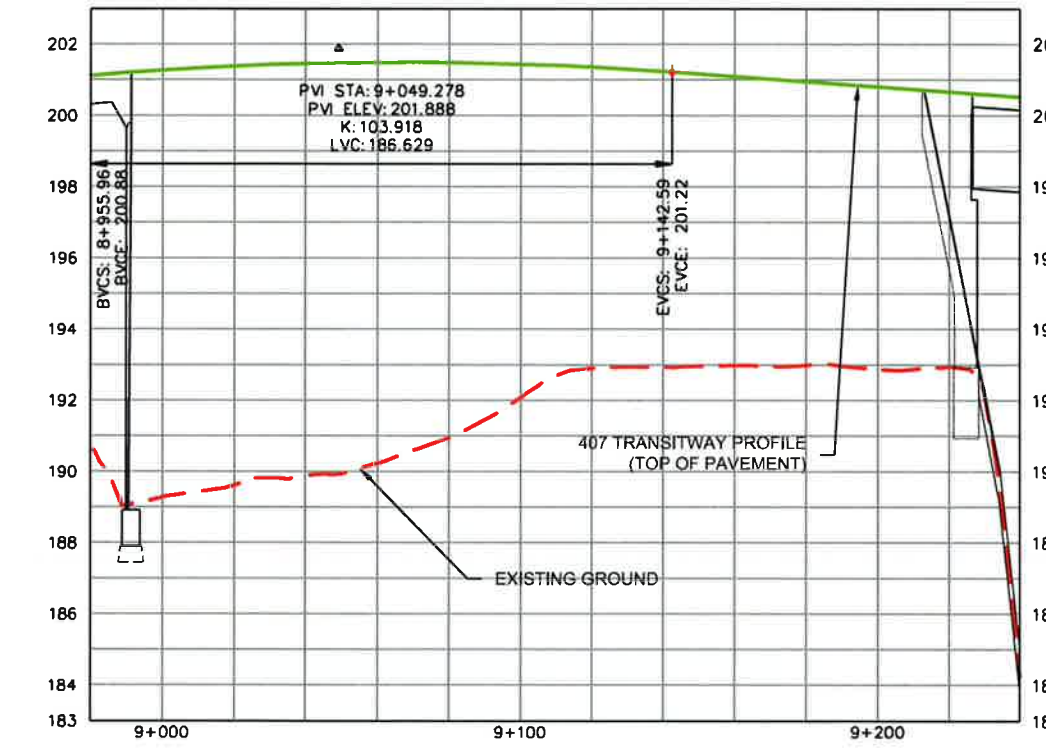
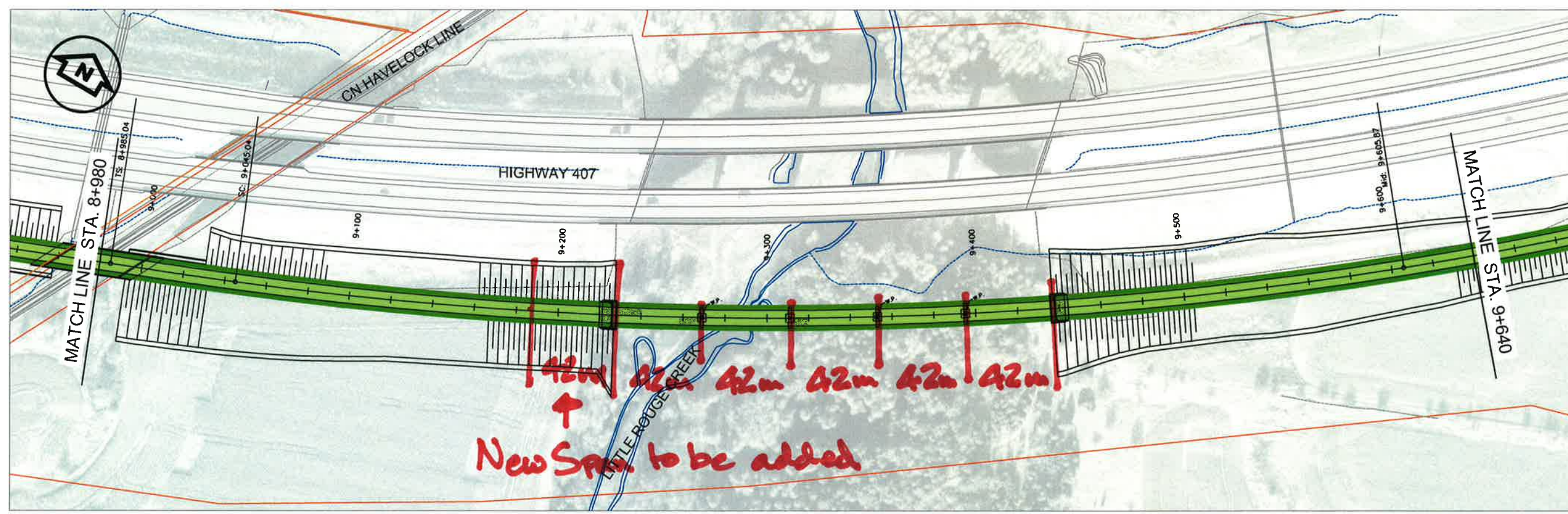
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9 amy.munn@parsons.com -

+1 905.917.3221 PARSONS - Envision More www.parsons.com | [LinkedIn](#) |

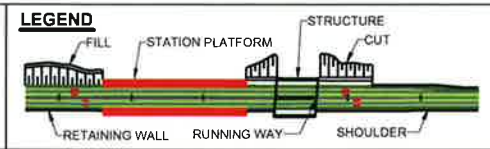
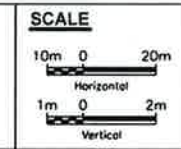
[Twitter](#) | [Facebook](#) (Embedded image moved to file: pic31329.jpg)

cid:image001.jpg@01D1C6F8.E3478800

[attachment "407 Transitway - TRCA PC MNRF - Meeting Minutes.docx" deleted by Richard Scott/NOTES/PC/CA] (See attached file: 407 TW - Little Rouge Bridge Schematic.pdf)



DRAWING NAME: J:\WORK\17-0022 - 407 Transitway, Phase 2\TDS_Corridor\02 - Drawings\01 - CAD\06 - Planet\PLATES 11-13_ST.dwg
 CREATED: Apr 14, 2016 - 12:59pm



- HYDRO CORRIDOR
- UTILITY CORRIDOR
- EXISTING PROPERTY BOUNDARIES
- WATER COURSES

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027
 STA 8+980 - STA 9+640

DRAWING SET
 ALIGNMENT
 PLAN & PROFILE

PLATE
14
 DATE
 2016/04/20

October 14th, 2016

Richard Scott, MCIP, RPP
Senior Planner, Rouge National Urban Park Initiative Parks Canada / Government of Canada
2155 Ashburnham Drive
P.O. Box 567
Peterborough, ON K9J 6Z6

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Richard,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Parks Canada comments which were received on May 27th, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



See Chapter 8 Table 8.2
for detail comments
and responses

Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7147
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7147
Télé: 416 212 1802



July 7, 2016 (EMAIL ONLY)

Graham DeRose, Project Manager
Ministry of Transportation, Central Region
Planning and Design Section
159 Sir William Hearst Ave., 4th Floor
Toronto, ON M3M 0B7
E: graham.derose@ontario.ca

RE: MTCS file #: 0001801
Proponent: Ministry of Transportation
Subject: Notice of Commencement and Public Information Centre
407 Transitway from east of Kennedy Road to east of Bruck Road
Location: City of Markham and City of Pickering, Ontario

Dear Mr. DeRose:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this TPAP project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the TPAP process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes 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 resources.

Archaeological Resources

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerks for the Cities of Markham and Pickering can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

A Cultural Heritage Evaluation Report (CHER) is used to determine the cultural heritage value or interest of a potential Provincial Heritage Property. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the Cities of Markham and Pickering for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the TPAP process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Khaled El-Dalati, P.Eng.
 Parsons

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Ministry of Transportation

Engineering Office
Central Region
159 Sir William Hearst Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Ministère des Transports

Chef du Bureau de genie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télééc. : 416 235-3576



July 11, 2016

Mr. Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, Ontario
M7A 0A7

Dear Mr. Minkin:

**RE: 407 Transitway – Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your letter dated July 7, 2016 responding to the notification of the Public Information Centre #2 (PIC#2) for the 407 Transitway from east of Kennedy Road to east of Brock Road.

In your letter you have stated that Ministry of Tourism, Culture and Sport's (MTCS) interests in this project relates its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Please note that the following technical reports were completed as part of this study:

- Stage 1 Archaeological Assessment Report and Supplementary Documentation (PIF# P392-0099-2014) submitted to MTCS on February 3, 2016;
- Cultural Heritage Resource Assessment: Built Heritage and Cultural Heritage Landscapes completed in February 2016;

- Cultural Heritage Evaluation Report for 8119 Reesor Road completed in August 2015;
- Cultural Heritage Evaluation Report for 8042 Reesor Road completed in August 2015;
- Heritage Impact Assessment Report for 8119 Reesor Road completed in April 2016; and,
- Heritage Impact Assessment Report for 8042 Reesor Road completed in April 2016.

Please note that a draft Environment Project Report (EPR) has been prepared is available on the project website. The above Cultural Heritage reports are part of the EPR as Appendices F, G and H. You can download these reports by accessing the project website:

Website: www.407transitway.com/stakeholders/kennedyToBrock/EPR.html

User Name: stakeholder

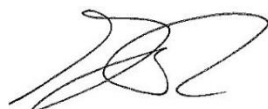
Password: fw8J_3*m

Please note that the Cultural Heritage Evaluation Reports and Heritage Impact Assessment Reports were submitted to Frank Dieterman, Manager of Heritage Projects at Infrastructure Ontario, George Duncan, Senior Heritage Planner for City of Markham and the Heritage Markham Committee for their review.

Currently, we are conducting the Cultural Heritage Evaluation Report and Heritage Impact Assessment Report for one property on Old Brock Road within the City of Pickering. Once the reports are completed, we will notify you of their availability.

If you would like further information regarding the study, please feel free to contact the undersigned at 416-235-5255 or via e-mail at graham.derose@ontario.ca.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Larry Sarris, MTO A/Senior Environmental Planner
Jeffrey David Seibert, Regional Archaeologist
Winston Wong, MTO Environmental Planning Specialist (Cultural Heritage)
Khaled El-Dalati, Consultant Project Manager, Parsons
Grant Kauffman, Consultant Environmental Planner, LGL Limited

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
 Programs and Services Branch
 Culture Division
 401 Bay Street, Suite 1700
 Toronto ON M7A 0A7
 Tel.: (416) 314-7691
 Email: lan.Hember@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
 Direction des programmes et des services
 Division de culture
 401, rue Bay, bureau 1700
 Toronto ON M7A 0A7
 Tél. : (416) 314-7691
 Email: lan.Hember@ontario.ca



Nov 10, 2016

Paul Ritchie (P392)
 ASI Archaeological and Cultural Heritage Services
 300W - 675 Cochrane Markham ON L3R 0B8

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "STAGE 1 ARCHAEOLOGICAL ASSESSMENT HIGHWAY 407 TRANSITWAY FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD CITIES OF MARKHAM AND PICKERING, (FORMER TOWNSHIP OF MARKHAM, COUNTY OF YORK; FORMER TOWNSHIP OF PICKERING, COUNTY OF ONTARIO) REGIONAL MUNICIPALITIES OF YORK & DURHAM ONTARIO", Dated Oct 20, 2016, Filed with MTCS Toronto Office on Oct 31, 2016, MTCS Project Information Form Number P392-0099-2014

Dear Mr. Ritchie:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.¹ This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Figures 9 through 34 of the above titled report and recommends the following:

1. Stage 2 property assessment by test pit survey at five metre intervals and pedestrian survey at five metre intervals, as appropriate (Figures 9-14, 16-25, 27-29, 31, 32 and 34: areas marked in green and orange, respectively), is recommended for parts (54.5 ha) of the study area prior to any proposed disturbance by the project;
2. The study area crosses the Rouge River, Little Rouge Creek and West Duffins Creek. The submerged channels of these watercourses cannot be assessed by the current landbased Stage 1 archaeological assessment according to regulations under the Ontario Heritage Act. If there are any planned impacts, the Toronto Region Conservation Authority (TRCA) should be contacted for further advice prior to any proposed disturbance to these areas;
3. The Sideline site (AIGs-175), Cobb site (AIGs-176), Ken Reesor II site (AIGt-14), Ansell site (AIGt-29), John Reesor Sr. site (AIGt-245), and Fyfe site (AIGt-246) have been documented

to possess CHVI under the 2011 S & G, and are located within 50 m of the current study area. The lands within the study area adjacent to these sites require Stage 2 Property Assessment to confirm the location of each site, if intact. Prior to any proposed impacts, these sites would require Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits (see Supplementary Documentation). The Stage 3 assessment of these sites should include:

Pedestrian survey at one metre intervals followed by a Controlled Surface Pickup (CSP) of any surface finds; and/or,

Test unit (one metre square unit) hand excavation at 10 m intervals across the site plus additional units amounting to 40% of the grid total placed in areas of interest.

Based on the respective size of the site and the area impacted, ASI estimates that this site will require the excavation of six units;

4. Site AIGs-177 has been documented to possess cultural heritage value or interest (CHVI) and is located within 50 m of the study area. This site requires Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits (see Supplementary Documentation), prior to any proposed impacts to the site. The Stage 3 assessment of this site should include:

Pedestrian survey at one metre intervals followed by a Controlled Surface Pickup (CSP) of any surface finds; and,

Test unit (one metre square unit) hand excavation at 10 m intervals across the site plus additional units amounting to 40% of the grid total placed in areas of interest.

Based on the respective size of the site and the area impacted, ASI estimates that this site will require the excavation of six units;

5. Site AIGs-179 has been documented to possess CHVI under the 2011 S & G, and is located outside of the current study area but is within 50 m. If impacted, the site would require Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits (see Supplementary Documentation), prior to any proposed impacts to the site. The Stage 3 assessment of this site should include:

Pedestrian survey at one metre intervals followed by a CSP of any surface finds; and,

Test unit (one metre square unit) hand excavation at 10 m intervals within the study area immediately adjacent to the site's location to confirm whether it extends into the study area. If the site is documented to extend into the study area, test-unit excavation at 10 m intervals will be required across the site's extent plus additional units amounting to 40% of the grid total placed in areas of interest. Based on the respective size of the site and the area impacted, ASI estimates that this site will initially require the excavation of one unit

6. The Ludger Gros-Louis site (AIGs-302) has been documented to possess CHVI and is included in the current 407 Transitway Project study area. This site has been previously recommended to require Stage 4 Mitigation of Development Impacts by Protection and Avoidance. If the site cannot be avoided and protected within the project design, then it must be subject to a comprehensive Stage 4 Excavation in accordance with S & G Section 4.2.2 (see Supplementary Documentation). Stage 4 archaeological assessment of this site should include: Stage 4 salvage excavation entails hand excavation in accordance with S & G, Section 4.2.2. All units will be excavated by hand into 5 cm of subsoil and all excavated soil will be screened through 6 mm wire mesh to facilitate artifact recovery. All identified cultural features will be excavated and fully documented only after complete exposure;

Stage 4 salvage excavations will follow the methodology outlined in S & G, Section 4.2.4 for Woodland archaeological sites. Stage 4 hand excavation should start around Stage 3 test units presenting high artifact counts and also include a sample of units dug in areas away from high concentrations as per Section 4.2.4, Standard 1b. Hand excavation must extend a minimum of two metres beyond uncovered cultural features;

Stage 4 salvage excavation will entail mechanical stripping, as outlined in S & G, Section 4.2.3, only after hand excavation is complete. This will involve the

mechanical removal of topsoil to expose underlying subsoil and mechanical stripping must extend a minimum of 10 m beyond any cultural features; and Stage 4 protection and avoidance should include the erection of a temporary barrier around the prescribed protective buffer of the sites and “no go” instructions should be issued for all on-site crews. Any grading or soil disturbance activities adjacent to the limit of protection should be monitored by a licensed archaeologist to verify the effectiveness of this avoidance strategy. Observation of any cultural features may require an increase to the prescribed area of protection, in accordance with the S & G, Sections 4.1.1 and 4.1.3.

7. The Carl R. Murphy site (AIGs-368) has been documented to possess CHVI and is impacted by the current 407 Transitway Project study area. This site has been previously recommended to require Stage 4 Mitigation of Impacts by Protection and Avoidance. If the site cannot be avoided and protected within the project design, then it must be subject to a comprehensive Stage 4 excavation in accordance with S &G Section 4.2.2 (see Supplementary Documentation). Stage 4 archaeological assessment of these sites should include:

Stage 4 salvage excavation entails hand excavation in accordance with S & G, Section 4.2.2. All units will be excavated by hand into 5 cm of subsoil, and all excavated soil will be screened through 6 mm wire mesh to facilitate artifact recovery. All identified cultural features will be excavated and fully documented only after complete exposure;

Stage 4 salvage excavations will follow the methodology outlined in S & G, Section 4.2.4 for Woodland archaeological sites. Stage 4 hand excavation should start around Stage 3 test units presenting high artifact counts and also include a sample of units dug in areas away from high concentrations as per Section 4.2.4, Standard 1b. Hand excavation must extend a minimum of two metres beyond uncovered cultural features; Stage 4 salvage excavation will entail mechanical stripping, as outlined in S & G, Section 4.2.3, only after hand excavation is complete. This will involve the mechanical removal of topsoil to expose underlying subsoil and mechanical stripping must extend a minimum of 10 m beyond any cultural features; and Stage 4 protection and avoidance should include the erection of a temporary barrier around the prescribed protective buffer of the sites and “no go” instructions should be issued for all on-site crews. Any grading or soil disturbance activities adjacent to the limit of protection should be monitored by a licensed archaeologist to verify the effectiveness of this avoidance strategy. Observation of any cultural features may require an increase to the prescribed area of protection, in accordance with the S & G, Sections 4.1.1 and 4.1.3.

8. The Burkholder II site (AIGt-35) has been documented to possess further CHVI, and is located within 52m of the current study area. The site was previously subject to Stage 4 excavation and the known extent of the site will not be impacted by the current study area. There remains potential for deposits affiliated with the site to extend within the current study area. Parts of the study area not previously assessed should be subject to Stage 2 test pit survey at 5 metre intervals to identify any of these potential deposits (see Supplementary Documentation).

9. Part of the Study Area includes the Brougham Pioneer Cemetery. Cemetery lands require protection and avoidance from any impacts proposed by the project. Lands adjacent to known cemetery limits require completion of a Cemetery Investigation prior to any proposed impacts by the Project;

10. To minimize the risk of impacting an ossuary within the Project lands, a licensed archaeologist must be present to monitor the removal of topsoil for all areas that are within one kilometre of previously registered Iroquoian village sites and 300 m of water (Supplementary Documentation, Figure 2);

11. The remainder of the study area is documented to have been subject to previous archaeological assessment (Figures 14-34: areas marked in maroon) or to possess conditions which indicate that archaeological potential has been removed (Figures 9, 11-

14, 17, 20, 22-26 and 32: areas marked in yellow and blue). No further archaeological assessment is required for these lands; and,

12. Should the proposed work extend beyond the current study area then further Stage 1 assessment must be conducted to determine the archaeological potential of the surrounding lands.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Ian Hember
Archaeology Review Officer

cc. Archaeology Licensing Officer
Kang Sowel, LGL Limited
Graham DeRose, Ministry of Transportation

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Elizabeth Paudel

From: Grant Kauffman <gkauffman@lgl.com>
Sent: Wednesday, August 20, 2014 2:41 PM
To: 'Sowel Kang'
Cc: George Ivanoff
Subject: FW: 407 Transitway from east of Kennedy Road to east of Brock Road

Please update the contact list. Thanks.

From: Samuel, Caroline (MAH) [<mailto:Caroline.Samuel@ontario.ca>]
Sent: Wednesday, August 20, 2014 11:27 AM
To: gkauffman@lgl.com
Cc: Wellington, Nicholas (MAH)
Subject: Re: 407 Transitway from east of Kennedy Road to east of Brock Road

Hello Grant,

I was forwarded your letter to Mr. Mark Christie in my office regarding the 407 transitway from east of Kennedy Road to east of Brock Road. Please add myself and Nick Wellington, copied on this email, to your contact list regarding the study. We are the staff in our office that oversee the implementation of the Parkway Belt West Plan, including MTO's inter-urban transitway.

Sincerely,

Caroline Samuel, MES (Pl.), MCIP, RPP
Senior Planner, MSO-Central
Ministry of Municipal Affairs and Housing
777 Bay Street, 13th Floor
Toronto, ON M5G 2E5
(416) 585-6741

_____ Information from ESET NOD32 Antivirus, version of virus signature database 10286 (20140820)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: [Challice, Adam \(MNRF\)](#)
To: [stephanie Lillie](#)
Cc: [Hennyey, Allison \(MTO\)](#); [Eplett, Megan \(MNRF\)](#)
Subject: RE: 407 Transitway MNRF Request
Date: Friday, March 11, 2016 12:41:24 PM
Attachments: [BriefRationalforSensitivitychange AG Comments October 7 2015 Updated March 10 2016.pdf](#)

Hi Stephanie - see redside dace classifications added in blue where they were missing previously.

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

-----Original Message-----

From: stephanie Lillie [<mailto:StephanieLillie@lgl.ca>]
Sent: March-08-16 9:18 AM
To: Challice, Adam (MNRF); Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Adam, I'm following up again on this request.

Please let me know if I can provide anything further.

Stephanie

Stephanie Lillie B.Sc.
Fisheries Biologist, LGL Limited
22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6
Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

-----Original Message-----

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Wednesday, February 24, 2016 11:00 AM
To: stephanie Lillie; Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

I will look at it next week when I return to the office.

Adam

From: stephanie Lillie [StephanieLillie@lgl.ca]
Sent: Tuesday, February 23, 2016 3:17 PM
To: Eplett, Megan (MNRF)
Cc: Challice, Adam (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Megan, Adam,

I'm hoping to get an update on the below request for the Kennedy to Brock Transitway.

We're getting some heat from Parsons/MTO for this..

Please let me know if there's anything I can provide to facilitate this request.

Thanks very much,
Stephanie

From: stephanie Lillie
Sent: Tuesday, February 09, 2016 2:26 PM
To: 'Eplett, Megan (MNRF)'
Cc: 'Challice, Adam (MNRF)'
Subject: RE: 407 Transitway MNRF Request

Sorry to bother you again,

Adam helped me with the last section of the 407 Transitway (from Kennedy to Brock) We actually just now received MTO's comments on our report and they are hoping for the same breakdown Re: occupied, contributing, recovery, historical for the crossings that MNRF identified as RSD crossings.

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
R1 Tributary of the Rouge River	17T 637112m E 4857012 m N	Intermittent	Warmwater	Rip rap, silt	Cattails, red osier dogwood, shrub willow, Reed Canary Grass	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)	Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low	
R2 Tributary of the Rouge River	17T 637411 mE 4856991 mN	Ephemeral	Warmwater	Silt, detritus	Phragmites, cattails, jewelweed, watercress	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae	Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low	

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							Spp. (MNRF 2015)			
R3 Tributary of the Rouge River	17T 637515 mE 4857050 mN	Permanent	Warmwater	Silt, gravel, cobble, detritus	Cattails, Phragmites, overhanging grasses, jewelweed and shrub willow (riparian)	Direct	Rainbow Trout, Redside Dace (Contributing Habitat), Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015) Brook Stickleback (LGL 2015)	Moderate	Moderate	
R4: Rouge River	17T 640546 mE 4858353 mN	Permanent	Coolwater	Cobble, silt, gravel, sand, boulder	Cattail, grasses, Phragmites along fringe. Mixed forest	Direct	Rainbow Trout, Redside Dace (Contributing Habitat), Brown Bullhead, Rock Bass,	High	High	

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					riparian.			Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) Common Carp (LGL 2015)		
R5: Tributary of the Rouge River	17T 642139 m E 4858871 m N	Permanent	Coolwater	Silt, detritus	Phragmites, cattails, algae, shrub willow.	Direct		Coho Salmon, Chinook Salmon, Rainbow Trout, Brown Trout, Goldfish, Redside Dace (Contributing Habitat), Smallmouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate
R6: Tributary	17T	Permanent	Coolwater	Silt, gravel,	Cattails,	Direct		Rainbow Trout, Brown	High	Moderate

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of Little Rouge Creek	642502 m E 4859023 m N			detritus, rip rap	Phragmites, jewelweed, Crack Willow, instream grasses		Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)		Agree to Moderate sensitivity classification given rationale	
R7: Tributary of Little Rouge Creek	17T 643109 m E 4859368 m N	Permanent	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	

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R7a: Tributary of Little Rouge Creek	17T 643257 mE 4859331 mN	Ephemeral	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae Spp. (MNRF, 2015) Cyprinidae Spp. (LGL, 2015)		High Agree to Moderate sensitivity classification given rationale	Low
R8: Tributary of Little Rouge Creek	17T 643840 m E 4859656 m N	Permanent	Coolwater	Silt, detritus	Cattails, Phragmites, Canada Waterweed instream/overhanging grasses (Reed Canary Grass), Crack Willow	Direct	No fisheries information available (MNRF 2015) No fish observed or captured (LGL 2015)		None Agree to Moderate sensitivity classification given rationale	Moderate

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407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					riparian				Red Text are ACs comments Oct 7 2015	
R9: Tributary of Little Rouge Creek	17T 644309 m E 4859602 m N	Intermittent	Coolwater	Silt, detritus	Cattails, Phragmites, algae instream/ overhanging grasses, dog strangling vine, goldenrod, asters, Bur-Marigold.	Indirect	No fisheries information available (MNRF 2015). No fish observed or captured (LGL 2015)		None Agree to low sensitivity classification given rationale	Low
R10: Little Rouge Creek	17T 644561 m E 4859934 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, Boulder	Cattails, overhanging grasses instream/mixed forest along east bank and	Direct	Rainbow trout, Atlantic Salmon, Brown Trout, Rock Bass, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp.		High	High

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					wetland veg along west side (Joe-Pye-weed, angelica, Elecampane)		(MNRF 2015) White Sucker (LGL 2015)			
R11: Tributary of Little Rouge Creek	17T 644770 mE 4859924 m N	Ephemeral	Warmwater	Upland soils	Terrestrial vegetation (cultural meadow species)	none	None	None	None	None
P1: Petticoat Creek	17T 645216 m E 4860351 m N	Ephemeral	Warmwater	Silt, detritus	Cattails, phragmites, Reed Canary Grass, smartweed sp.	None	Rainbow Trout, Atlantic Salmon, Brook Trout, Cyprinidae spp.(MNRF 2015)	High Should be given low sensitivity recognizing potential for cyprinid migration in	None	

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
									and out during high water	
D1: West Duffins Creek	17T 646303 m E 4862095 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	Riparian grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D2: Tributary of West Duffins Creek	17T 646450 m E 4862042 m N	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Cattails	None	none		None Should be given low sensitivity as its coldwater ephemeral	None
D3: Tributary of West Duffins	17T 646510 m E 4862369 m	Permanent	Coldwater	Silt, cobble, gravel,	Instream grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter,		High	High

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Creek	N			sand			Mottled Sculpin, Cyprinidae spp. (MNRF 2015)			
D4: Tributary of West Duffins Creek	17T 646868 m E 4862482 m N	Intermittent	Coldwater	Silt, detritus, cobble, gravel, sand	Instream and overhanging grasses, cattails, Phragmites	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
D5: Tributary of West Duffins Creek	17T 647495 mE 4862342 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of agricultural	None	

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
									swale	
D6: Tributary of Whitevale Creek	17T 647903 m E 4862503 m N	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D7 Tributary of Whitevale Creek	17T 648260 mE 4862615 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High Agree to no sensitivity classification given rationale and context of	None

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
									agricultural swale	
D8: Tributary of Tributary of Whitevale Creek	17T 648388 m E 4862861 m N	Intermittent	Coldwater	Silt, gravel, sand, cobble	Mostly terrestrial vegetation (asters, goldenrod) and Reed Canary Grass	Indirect		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Change sensitivity to moderate given coldwater intermittency and its potential for supporting coldwater fish habitat downstream	Low
D9: Tributary	17T	Ephemeral	Warmwater	Silt,	Grasses,	Indirect		Rainbow Trout, Brook	High	Low

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of Whitevale Creek	648823 m E 4862785 m N		ARA layer states coldwater	detritus	some cattail, sedges, smartweed, cultural meadow veg.		Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		Change sensitivity to moderate given coldwater ephemeral and its potential for supporting coldwater fish habitat downstream	
D10: Whitevale Creek	17T 648871 mE 4862808 mN	Intermittent	Coldwater	Silt, detritus, gravel, sand,	Instream and overhanging grasses (Reed Canary	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.	High Agree to Moderate sensitivity	Moderate	

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				cobble	Grass, Brome), cattails, Phragmites, cultural meadow veg.		(MNRF 2015)		classification given rationale	
D11: Tributary of Ganatsekiagon Creek	17T 649334 m E 4863064 m N	Intermittent	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate	
D12: Ganatsekiagon Creek	17T 650317 m E 4863508 m N	Ephemeral	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace,	High Contributing habitat for redside	Low	

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							Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)		dace and coldwater – stays at high sensitivity	
D13: Tributary of Urfe Creek	17T 651137 m E 4863835 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand	Algae, overhanging grasses, cattails, watercress	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.(MNRF 2015) Northern Redbelly Dace, Fathead Minnow, Brook Stickleback (LGL 2015).	High Recovery habitat for redside dace and coldwater – stays at high sensitivity	Moderate	

Red Text are ACs comments Oct 7 2015

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D14: Tributary of Urfe Creek	17T 651228 mE 4863681 Mn	Permanent	Coldwater	Silt, detritus, gravel, sand	Watercress, overhanging grasses	Direct	Brook Trout, Redside Dace (Recovery habitat), Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D15: Urfe Creek	17T 651702 m E 4863957 m N	Permanent	Coldwater	Cobble, gravel, silt, sand, boulder	None	Direct	Brook Trout, Redside Dace (Contributing Habitat), Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D16: Brougham Creek (under construction)*	17T 652461 m E 4864320 m N	Permanent	Coldwater	Fine substrates, gravel patches	Watercress	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace (Contributing Habitat), Pumpkinseed,	High	High	

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									Red Text are ACs comments Oct 7 2015	
							Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)			
D17: Tributary of Brougham Creek (under construction)*	17T 652626 m E 4864379 m N	Permanent	Coldwater	Upland soils	None	Indirect	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity		Moderate
D18: Tributary of Brougham Creek	17T 653152 mE 4864912 mN	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	None	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside	High		High

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									<p>Red Text are ACs comments Oct 7 2015</p>	
							<p>Dace (Contributing Habitat), Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)</p>			

From: [Chalice, Adam \(MNRF\)](#)
To: [stephanie Lillie](#)
Cc: [Judson Venier](#); [Erin Blenkhorn](#); [ESA Aurora \(MNRF\)](#)
Subject: RE: Rationale for Changes in Sensitivity (407 Transitway East)
Date: Wednesday, October 07, 2015 3:17:43 PM
Attachments: [BriefRationalforSensitivitychange AC Comments October 7 2015.pdf](#)

Hi Stephanie,

Hope all is well. Attached are my comments / changes to the sensitivity classifications for the 407 transitway east crossing you provided (my comments are in red with the recommended classification bolded for those crossings where MNRF and LGL had different sensitivity assessments). Note that upon reviewing a couple of the thermal designations for a few crossings, MNRFs original classification differed from what information I had available through the Aquatic Resources Area Layer so these changes were also noted and may have affected my decision on the sensitivity.

If you need further clarification on my recommendations for sensitivity do not hesitate to call.

Regards,

Adam Chalice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.chalice@ontario.ca

From: stephanie Lillie [mailto:StephanieLillie@lgl.ca]
Sent: September-17-15 10:11 AM
To: Chalice, Adam (MNRF)
Cc: Judson Venier; Erin Blenkhorn
Subject: Rationale for Changes in Sensitivity (407 Transitway East)

Hi Adam,

See attached is our rational for change in sensitivity for the watercourses affected by the transitway. In the document also is the latest habitat summary table reflecting the 2 season (spring/ summer) visits.

Please let me know if I can provide you with anything further; ie our existing conditions report, photos ect.

Also- in the next couple weeks, im going to be forwarding a new sensitivity request for our new project (407 transitway from Hurontario Street to Highway 400) should I send this request to you?

Thank you,

Stephanie

Stephanie Lillie B.Sc.

Fisheries Biologist, LGL Limited

22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6

Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

R1: Highly altered, Intermittent, warmwater, appears to function as indirect fish habitat due being piped downstream
R2: Highly altered, ephemeral flow, warmwater
R5: Appears unlikely fish can migrate freely up to this section given dense vegetative conditions or would use the wetland area based on unsuitable habitat conditions both within the downstream channel, likely providing indirect habitat
R6: No critical habitat observed, riparian choked with phragmites, cattails
R7: No critical habitat observed, riparian choked with phragmites, cattails
R7a: Ephemeral flow, surface water drainage.
R8: No fish observed, however at minimum contributes indirectly to downstream coolwater fish community.
R9: ploughed through downstream of ROW, intermittent
P1: ephemeral, poor connectivity to downstream habitat
D4: poor channel definition at ROW, no critical habitat features observed. Intermittent
D5: Ephemeral, rill through field, becoming discernable within forest reach.
D6: Ephemeral, rill through field, planted though
D7: Ephemeral, rill through field, planted through
D8: Intermittent, swale with narrow vegetative buffer, likely indirect habitat, no critical habitat features observed
D9: Ephemeral, indirect fish habitat, poor downstream connectivity
D10: Ephemeral characteristics within ROW, poor downstream connectivity.
D11: intermittent, indirect habitat, poor downstream connectivity
D12: ephemeral, indirect habitat, poor channel definition
D13: Intermittent, poor channel definition, poor downstream connectivity
D17: indirect habitat, poor downstream connectivity

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R1 Tributary of the Rouge River	17T 637112m E 4857012 m N	Intermittent	Warmwater	Rip rap, silt	Cattails, red osier dogwood, shrub willow, Reed Canary Grass	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)		Moderate	Low
R2 Tributary of the Rouge River	17T 637411 mE 4856991 mN	Ephemeral	Warmwater	Silt, detritus	Phragmites, cattails, jewelweed, watercress	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)		Moderate	Low
R3 Tributary of the Rouge River	17T 637515 mE 4857050 mN	Permanent	Warmwater	Silt, gravel, cobble, detritus	Cattails, Phragmites, overhanging grasses,	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed,		Moderate	Moderate

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					jewelweed and shrub willow (riparian)		Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015) Brook Stickleback (LGL 2015)			
R4: Rouge River	17T 640546 mE 4858353 mN	Permanent	Coolwater	Cobble, silt, gravel, sand, boulder	Cattail, grasses, Phragmites along fringe. Mixed forest riparian.	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) Common Carp (LGL 2015)	High	High	
R5: Tributary of the Rouge River	17T 642139 m E 4858871 m N	Permanent	Coolwater	Silt, detritus	Phragmites, cattails, algae, shrub willow.	Direct	Coho Salmon, Chinook Salmon, Rainbow Trout, Brown Trout, Goldfish, Redside Dace, Smallmouth Bass, Yellow Perch,	High	Moderate	

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							Rainbow Darter, Cyprinidae spp. (MNRF 2015)			
R6: Tributary of Little Rouge Creek	17T 642502 m E 4859023 m N	Permanent	Coolwater	Silt, gravel, detritus, rip rap	Cattails, Phragmites, jewelweed, Crack Willow, instream grasses	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High	Moderate	
R7: Tributary of Little Rouge Creek	17T 643109 m E 4859368 m N	Permanent	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High	Moderate	
R7a: Tributary	17T	Ephemeral	Warmwater	Silt,	Cattails,	Direct	Rainbow Trout, Brown	High	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
of Little Rouge Creek	643257 mE 4859331 mN			detritus, cobble	Phragmites, instream grasses, red osier dogwood, algae		Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae Spp. (MNRF, 2015) Cyprinidae Spp. (LGL, 2015)			
R8: Tributary of Little Rouge Creek	17T 643840 m E 4859656 m N	Permanent	Coolwater	Silt, detritus	Cattails, Phragmites, Canada Waterweed instream/overhanging grasses (Reed Canary Grass), Crack Willow riparian	Direct	No fisheries information available (MNRF 2015) No fish observed or captured (LGL 2015)		None	Moderate
R9: Tributary of Little Rouge Creek	17T 644309 m E 4859602 m N	Intermittent	Coolwater	Silt, detritus	Cattails, Phragmites, algae instream/overhanging	Indirect	No fisheries information available (MNRF 2015). No fish observed or captured (LGL 2015)		None	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					grasses, dog strangling vine, goldenrod, asters, Bur-Marigold.					
R10: Little Rouge Creek	17T 644561 m E 4859934 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, Boulder	Cattails, overhanging grasses instream/mixed forest along east bank and wetland veg along west side (Joe-Pye-weed, angelica, Elecampane)	Direct		Rainbow trout, Atlantic Salmon, Brown Trout, Rock Bass, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) White Sucker (LGL 2015)	High	High
R11: Tributary of Little Rouge Creek	17T 644770 mE 4859924 m N	Ephemeral	Warmwater	Upland soils	Terrestrial vegetation (cultural meadow species)	none	None		None	None

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
P1: Petticoat Creek	17T 645216 m E 4860351 m N	Ephemeral	Warmwater	Silt, detritus	Cattails, phragmites, Reed Canary Grass, smartweed sp.	None	Rainbow Trout, Atlantic Salmon, Brook Trout, Cyprinidae spp.(MNRF 2015)		High	None
D1: West Duffins Creek	17T 646303 m E 4862095 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	Riparian grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D2: Tributary of West Duffins Creek	17T 646450 mE 4862042 mN	Ephemeral	Warmwater	Silt, detritus	Cattails	None	none		None	None
D3: Tributary of West Duffins Creek	17T 646510 m E 4862369 m N	Permanent	Coldwater	Silt, cobble, gravel, sand	Instream grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D4: Tributary of West Duffins Creek	17T 646868 m E 4862482 m	Intermittent	Coldwater	Silt, detritus, cobble,	Instream and overhanging grasses,	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter,		High	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
	N			gravel, sand	cattails, Phragmites		Mottled Sculpin, Cyprinidae spp. (MNRF 2015)			
D5: Tributary of West Duffins Creek	17T 647495 mE 4862342 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	None	
D6: Tributary of Whitevale Creek	17T 647903 m E 4862503 m N	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	None	
D7 Tributary of Whitevale Creek	17T 648260 mE 4862615 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	None	
D8: Tributary of Tributary of Whitevale Creek	17T 648388 m E 4862861 m N	Intermittent	Coldwater	Silt, gravel, sand, cobble	Mostly terrestrial vegetation (asters, goldenrod)	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					and Reed Canary Grass					
D9: Tributary of Whitevale Creek	17T 648823 m E 4862785 m N	Ephemeral	Warmwater	Silt, detritus	Grasses, some cattail, sedges, smartweed, cultural meadow veg.	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	Low
D10: Whitevale Creek	17T 648871 m E 4862808 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand, cobble	Instream and overhanging grasses (Reed Canary Grass, Brome), cattails, Phragmites, cultural meadow veg.	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	Moderate
D11: Tributary of Ganatsekiagon Creek	17T 649334 m E 4863064 m N	Intermittent	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter,		High	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present** Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
							Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)		
D12: Ganatsekiagon Creek	17T 650317 m E 4863508 m N	Ephemeral	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High	Low
D13: Tributary of Urfe Creek	17T 651137 m E 4863835 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand	Algae, overhanging grasses, cattails, watercress	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.(MNRF 2015) Northern Redbelly Dace, Fathead Minnow, Brook Stickleback (LGL 2015).	High	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
D14: Tributary of Urfe Creek	17T 651228 mE 4863681 Mn	Permanent	Coldwater	Silt, detritus, gravel, sand	Watercress, overhanging grasses	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D15: Urfe Creek	17T 651702 m E 4863957 m N	Permanent	Coldwater	Cobble, gravel, silt, sand, boulder	None	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D16: Brougham Creek (under construction)*	17T 652461 m E 4864320 m N	Permanent	Coldwater	Fine substrates, gravel patches	Watercress	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D17: Tributary of Brougham Creek (under construction)*	17T 652626 m E 4864379 m N	Permanent	Coldwater	Upland soils	None	Indirect	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside		High	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
							Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)			
D18: Tributary of Brougham Creek	17T 653152 mE 4864912 mN	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	None	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
R1 Tributary of the Rouge River	17T 637112m E 4857012 m N	Intermittent	Warmwater	Rip rap, silt	Cattails, red osier dogwood, shrub willow, Reed Canary Grass	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)		Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low
R2 Tributary of the Rouge River	17T 637411 mE 4856991 mN	Ephemeral	Warmwater	Silt, detritus	Phragmites, cattails, jewelweed, watercress	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae		Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							Spp. (MNRF 2015)			
R3 Tributary of the Rouge River	17T 637515 mE 4857050 mN	Permanent	Warmwater	Silt, gravel, cobble, detritus	Cattails, Phragmites, overhanging grasses, jewelweed and shrub willow (riparian)	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015) Brook Stickleback (LGL 2015)	Moderate	Moderate	
R4: Rouge River	17T 640546 mE 4858353 mN	Permanent	Coolwater	Cobble, silt, gravel, sand, boulder	Cattail, grasses, Phragmites along fringe. Mixed forest riparian.	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch,	High	High	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							Cyprinidae spp. (MNRF 2015) Common Carp (LGL 2015)			
R5: Tributary of the Rouge River	17T 642139 m E 4858871 m N	Permanent	Coolwater	Silt, detritus	Phragmites, cattails, algae, shrub willow.	Direct	Coho Salmon, Chinook Salmon, Rainbow Trout, Brown Trout, Goldfish, Redside Dace, Smallmouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
R6: Tributary of Little Rouge Creek	17T 642502 m E 4859023 m N	Permanent	Coolwater	Silt, gravel, detritus, rip rap	Cattails, Phragmites, jewelweed, Crack Willow, instream	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp.	High Agree to Moderate sensitivity classification given	Moderate	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					grasses		(MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)		Red Text are ACs comments Oct 7 2015 rationale	
R7: Tributary of Little Rouge Creek	17T 643109 m E 4859368 m N	Permanent	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
R7a: Tributary of Little Rouge Creek	17T 643257 m E 4859331 m N	Ephemeral	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass,	High Agree to Moderate sensitivity classification	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					dogwood, algae		Cyprinidae Spp. (MNRF, 2015) Cyprinidae Spp. (LGL, 2015)		n given rationale	
R8: Tributary of Little Rouge Creek	17T 643840 m E 4859656 m N	Permanent	Coolwater	Silt, detritus	Cattails, Phragmites, Canada Waterweed instream/ overhanging grasses (Reed Canary Grass), Crack Willow riparian	Direct	No fisheries information available (MNRF 2015) No fish observed or captured (LGL 2015)		None Agree to Moderate sensitivity classification given rationale	Moderate
R9: Tributary of Little Rouge Creek	17T 644309 m E 4859602 m N	Intermittent	Coolwater	Silt, detritus	Cattails, Phragmites, algae instream/	Indirect	No fisheries information available (MNRF 2015). No fish observed or		None Agree to low sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					overhanging grasses, dog strangling vine, goldenrod, asters, Bur-Marigold.		captured (LGL 2015)		classification given rationale	
R10: Little Rouge Creek	17T 644561 m E 4859934 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, Boulder	Cattails, overhanging grasses instream/mixed forest along east bank and wetland veg along west side (Joe-Pye-weed, angelica,	Direct	Rainbow trout, Atlantic Salmon, Brown Trout, Rock Bass, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) White Sucker (LGL 2015)	High	High	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					Elecampane)					
R11: Tributary of Little Rouge Creek	17T 644770 mE 4859924 m N	Ephemeral	Warmwater	Upland soils	Terrestrial vegetation (cultural meadow species)	none	None		None	None
P1: Petticoat Creek	17T 645216 m E 4860351 m N	Ephemeral	Warmwater	Silt, detritus	Cattails, phragmites, Reed Canary Grass, smartweed sp.	None		Rainbow Trout, Atlantic Salmon, Brook Trout, Cyprinidae spp.(MNRF 2015)	High Should be given low sensitivity recognizing potential for cyprinid migration in and out during high water	None
D1: West Duffins Creek	17T 646303 m E	Permanent	Coldwater	Cobble, gravel,	Riparian grasses	Direct		Rainbow Trout, Brook Trout, Pumpkinseed,	High	High

**TABLE 1.
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EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
	4862095 m N			sand, silt, boulder			Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)			
D2: Tributary of West Duffins Creek	17T 646450 mE 4862042 mN	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Cattails	None	none	None Should be given low sensitivity as its coldwater ephemeral	None	
D3: Tributary of West Duffins Creek	17T 646510 m E 4862369 m N	Permanent	Coldwater	Silt, cobble, gravel, sand	Instream grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D4: Tributary of West	17T 646868 m E	Intermittent	Coldwater	Silt, detritus,	Instream and overhanging	Direct	Rainbow Trout, Brook Trout, Pumpkinseed,	High Agree to	Moderate	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
Duffins Creek	4862482 m N			cobble, gravel, sand	grasses, cattails, Phragmites		Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		Moderate sensitivity classification given rationale	
D5: Tributary of West Duffins Creek	17T 647495 mE 4862342 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D6: Tributary of Whitevale Creek	17T 647903 m E 4862503 m N	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.		High Agree to no sensitivity classification	None

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							(MNRF 2015)		n given rationale and context of agricultural swale	
D7 Tributary of Whitevale Creek	17T 648260 mE 4862615 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D8: Tributary of Tributary of Whitevale	17T 648388 m E 4862861 m	Intermittent	Coldwater	Silt, gravel, sand, cobble	Mostly terrestrial vegetation	Indirect		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin,	High Change sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
Creek	N				(asters, goldenrod) and Reed Canary Grass		Cyprinidae spp. (MNRF 2015)		to moderate given coldwater intermittency and its potential for supporting coldwater fish habitat downstream	
D9: Tributary of Whitevale Creek	17T 648823 m E 4862785 m N	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Grasses, some cattail, sedges, smartweed, cultural meadow veg.	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Change sensitivity to moderate given	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									<p align="center">Red Text are ACs comments Oct 7 2015</p>	
D10: Whitevale Creek	17T 648871 mE 4862808 mN	Intermittent	Coldwater	Silt, detritus, gravel, sand, cobble	Instream and overhanging grasses (Reed Canary Grass, Brome), cattails, Phragmites, cultural	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High Agree to Moderate sensitivity classification given rationale	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					meadow veg.				Red Text are ACs comments Oct 7 2015	
D11: Tributary of Ganatsekiagon Creek	17T 649334 m E 4863064 m N	Intermittent	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate	
D12: Ganatsekiagon Creek	17T 650317 m E 4863508 m N	Ephemeral	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present** Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
D13: Tributary of Urfe Creek	17T 651137 m E 4863835 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand	Algae, overhanging grasses, cattails, watercress	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.(MNRF 2015) Northern Redbelly Dace, Fathead Minnow, Brook Stickleback (LGL 2015).	High Recovery habitat for redds dace and coldwater – stays at high sensitivity	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
D14: Tributary of Urfe Creek	17T 651228 mE 4863681 Mn	Permanent	Coldwater	Silt, detritus, gravel, sand	Watercress, overhanging grasses	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High
D15: Urfe Creek	17T 651702 m E 4863957 m N	Permanent	Coldwater	Cobble, gravel, silt, sand, boulder	None	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High
D16: Brougham Creek (under construction)*	17T 652461 m E 4864320 m N	Permanent	Coldwater	Fine substrates, gravel patches	Watercress	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae	High	High

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
							spp. (MNRF 2015)			
D17: Tributary of Brougham Creek (under construction)*	17T 652626 m E 4864379 m N	Permanent	Coldwater	Upland soils	None	Indirect	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)		High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate
D18: Tributary of Brougham Creek	17T 653152 mE 4864912 mN	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	None	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy		High	High

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									<p style="color: red; margin: 0;">Red Text are ACs comments Oct 7 2015</p>	
							Sculpin, Cyprinidae spp. (MNRF 2015)			

From: stephanie Lillie
To: "[Challice, Adam \(MNRF\)](#)"
Cc: "EBlenkhorn@lglcambridge.com"; [Judson Venier](#)
Subject: RE: Highway 407 Transitway MTO information request
Date: Thursday, August 27, 2015 4:44:33 PM
Attachments: [WatercourseSurveyID.CPG](#)
[WatercourseSurveyID.DBF](#)
[WatercourseSurveyID.PRJ](#)
[WatercourseSurveyID.SBN](#)
[WatercourseSurveyID.SBX](#)
[WatercourseSurveyID.SHP](#)
[WatercourseSurveyID.SHX](#)
[LGLSensitivityTablewoldnumbers.pdf](#)

Hi Adam,

Please see attached, the shapefiles for the new points.

I apologize that they have changed a bit. We didn't have an alignment when we first were asked to do this request. The points have been realigned along the technically preferred route. Most of the points have shifted a very small distance.

Also attached is the table with the old reference numbers in red.

My colleague is going to send over our rationale for sensitivity adjustment once our summer field investigation is complete (latest by next week). It is fairly brief (many are agricultural swales).. if you would like a copy of the existing conditions and photo appendix to assist you, please let me know. I am on vacation next week so Judson (jvenier@lgl.com) can be contacted.

Thanks for your help
Stephanie

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Wednesday, August 26, 2015 9:30 AM
To: stephanielillie@lgl.com
Cc: Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Hope all is well. The latest table provided is a little misleading – specifically the column 'MNRF Identified Habitat Sensitivity as per Fisheries protocol'. In reality, this sensitivity is based upon many factors beyond the sensitivity of the habitat alone. MTO's Environmental Guide for Fish and Fish Habitat defines sensitivity based upon **1. Species Sensitivity, 2. Species' Dependence on Habitat, 3. Rarity of the Species or Habitat present and 4. Habitat Resiliency**. Please provide a rationale for each sensitivity that conflicts from MNRFs original designation considering all of these different variables.

Also, please include the original site number from the original table (attached) so that I can relate each site back to our original table. The site numbers have changed as have coordinates for many sites, making it difficult to relate sites between tables, and although I haven't actually mapped them

yet, you should be aware that our sensitivity may change due to the change in spatial location of the site. This is almost a new information request due to the high number of sites that have now moved significant distances.

If you have a shapefile of the latest location sites, that would also help the process greatly.

Also,

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE

50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

From: Stephanie Lillie [<mailto:stephanielillielgl@bellnet.ca>]
Sent: August-25-15 11:35 AM
To: Challice, Adam (MNRF)
Cc: Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Adam,

I hope all is well with you and your enjoying the last days of summer!

I'm hoping for some input from your end regarding the watercourse sensitivities along the proposed corridor of the 407 Transitway. Attached is the Existing Fish and Fish habitat summary table. Some of our interpreted sensitivities based on our field investigations to date (summer investigations are currently ongoing) are different than the ones you provided. I'm hoping to get some input weather MNR agrees with our modified sensitivity rankings.

If you would like to review a copy of our draft existing conditions report, photo appendix, habitat mapping ect. to help with this request, please let me know and I'll send them along.

One other thing we were hoping to get input on is regarding the Redside Dace habitat within the study area. Would it be possible you could let us know if the crossings identified as RSD are Occupied, Contributing or Recovery? That would be of great assistance.

Thanks,
Stephanie

Stephanie Lillie B.Sc.
Fisheries Biologist, LGL Limited
22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6
Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Monday, May 11, 2015 4:15 PM
To: stephanielillielgl@bellnet.ca
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Wow, this one is long overdue. Here is the fisheries info. The SAR, wetlands and ansi data will follow over the coming days.

Regards,

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE

50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

From: Stanley, Elizabeth (MNRF)
Sent: May-07-15 10:20 AM
To: Challice, Adam (MNRF)
Cc: Farrell, Tom (MNRF)
Subject: FW: Highway 407 Transitway MTO information request

Adam – please follow up with Stephanie on this – see below.

Thanks,

Elizabeth

From: Burkart, Jackie (MNRF)
Sent: May 7, 2015 10:02 AM
To: Stanley, Elizabeth (MNRF)
Subject: FW: Highway 407 Transitway MTO information request

Hi Elizabeth – can you please advise Stephanie as to who to contact or alternately, pass this along to the new assignee?

Thanks,

Jackie

From: Stephanie Lillie [<mailto:stephanielillielgl@bellnet.ca>]
Sent: May 5, 2015 5:05 PM
To: Burkart, Jackie (MNRF)
Cc: Sowel Kang

Subject: RE: Highway 407 Transitway MTO information request

Hi Jackie,

I understand Aurora is no longer with the Aurora District Office, who can I contact to get an update on the status of the below request, originally sent August 5, 2014?

Thanks
Stephanie

From: Burkart, Jackie (MNR) [<mailto:Jackie.Burkart@ontario.ca>]
Sent: Monday, August 25, 2014 2:26 PM
To: stephanielillie@lgl.com
Cc: Sowel Kang; Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Your request has been passed on to Aurora McAllister for review and comment.

Jackie

Jackie Burkart

District Planner

Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 |

Email: jackie.burkart@ontario.ca |

From: Stephanie Lillie [<mailto:stephanielillie@bellnet.ca>]
Sent: August 25, 2014 2:06 PM
To: Burkart, Jackie (MNR)
Cc: Sowel Kang; Judson Venier
Subject: FW: Highway 407 Transitway MTO information request

Hi Jackie,

I am following up to find out the status of the below information request sent by Judson Venier on August 5th. (information attached)

If you need anything further to help with this request, please do not hesitate to contact myself, or Judson.

Thank you very much,
Stephanie

From: Judson Venier [<mailto:jvenier@lgl.com>]
Sent: Tuesday, August 05, 2014 3:50 PM
To: Burkart, Jackie (MNR)
Cc: gkauffman@lgl.com; cagnew@lgl.com; skang@lgl.com; stephanielillie@lgl.com
Subject: Highway 407 Transitway MTO information request

Hi Jackie,

Please find attached a formal Aurora District information request form, a MTO standard letter request for information (with embedded table) and a map of the study area. Can you please fill out the table and complete our information request at your earliest convenience?

Thank you and I hope all is well,

Judson

Judson M. Venier, M.Sc.
Fisheries Biologist
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
e-mail: jvenier@lgl.com

Highway 407 East Extension Phase 2

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 1: Tributary of Beaver Creek 17T 636112 m E 4857378 m N	Coolwater		011, 076, 080, 184, 311, 313, 337, 180 spc.		High	July 1 – Sept. 15
Site 2: Tributary of the Rouge River 17T 637044 m E 4857211 m N	Warmwater		076, 184, 233, 311, 313, 316, 317, 331, 337, 180 spc.		Moderate	July 1- Mar 31
Site 3: Rouge River 17T 638828 m E 4857886 m N	Coolwater		076, 184, 233, 311, 313, 316, 317, 331, 180 spc.		High	July 1 – Sept. 15
Site 4: Mount Joy Creek 17T 640634 m E 4858984 m N	Coldwater		076, 184, 311, 313, 316, 317, 331, 180 spc.		Moderate	July 1 – Sept. 15
Site 5: Tributary of the Rouge River 17T 642139 m E 4858871 m N	Coolwater		073, 075, 076, 078, 181, 184, 316, 331, 337, 180 spc.		High	July 1 – Sept. 15
Site 6: Tributary of the Rouge River 17T 642502 m E 4859023 m N	Warmwater		076, 078, 311, 313, 316, 317, 180 spc.		High	July 1 – Sept. 15
Site 7: Tributary of the Rouge River 17T 643109 m E 4859368 m N	Warmwater		076, 078, 311, 313, 316, 317, 180 spc.		High	July 1 – Sept. 15
Site 8: Tributary of the Rouge River 17T 643840 m E 4859656 m N	Coolwater		No Information available			
Site 9: Tributary of the Rouge River 17T 644309 m E 4859602 m N	Coolwater		No Information available			

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 10: Little Rouge Creek 1T 644561 m E 4859934 m N	Coldwater		076, 077, 078, 311, 316, 317, 331, 337, 180 spc.		High	July 1 – Sept. 15
Site 11: Tributary of Petticoat Creek 17T 645170 m E 4860551 m N	Warmwater		076, 077, 080, 180 spc.		High	July 1 – Sept. 15
Site 12: Tributary of Petticoat Creek 17T 645684 m E 4860570 m N	Warmwater		076, 077, 080, 180 spc.		High	July 1 – Sept. 15
Site 13: West Duffins Creek 17T 646303 m E 4862095 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 14: Tributary of West Duffins Creek 17T 646510 m E 4862369 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 15: Tributary of West Duffins Creek 17T 646868 m E 4862482 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 16: Tributary of West Duffins Creek 17T 647389 m E 4862538 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 17: Tributary of West Duffins Creek 17T 647258 m E 4861971 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 18: Tributary of West Duffins Creek 17T 648085 m E 4862228 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 19: Tributary of West Duffins Creek 17T 648388 m E 4862861 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 20: Tributary of West Duffins Creek 17T 648818 m E 4862873 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 21: Tributary of Ganatsekiagon Creek 17T 649334 m E 4863064 m N	Coldwater		011, 076, 080, 184, 317, 337, 381, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 22: Ganatsekiagon Creek 17T 650317 m E 4863508 m N	Coldwater		011, 076, 080, 184, 317, 337, 381, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 23: Tributary of Urfe Creek 17T 651137 m E 4863835 m N	Coldwater	Redside Dace recovery habitat	080, 184, 313, 381, 180 spc.	Regulated Redside Dace habitat	High	July 1 – Sept. 15
Site 24: Urfe Creek 17T 651702 m E 4863957 m N	Coldwater		080, 184, 313, 381, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 25: Brougham Creek 17T 652461 m E 4864320 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 26: Spring Creek 17T 652626 m E 4864379 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 27: Tributary of West Duffins Creek 17T 653206 m E 4864776 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15

NOTE:

- The applicant shall complete the waterbody name and location (column 1) and attach a Google Earth map or MTO project map identifying each waterbody and submit to MNR.
- MNR is required as per Step 3 of the Fisheries Protocol to provide the applicant with the information outlined in the table above (columns 2-7) within **20 working days**.

August 5, 2014

Jackie Burkart
District Planner
Ministry of Natural Resources- Aurora District
50 Bloomington Rd
Aurora ON
L4G0L8

Re: Request for Background Information, Highway 407 Transitway East of Kennedy Road to East of Brock Road.

Attention: Ms. Burkart,

In accordance with the *MTO/DFO/MNR Protocol for Protecting Fish and Fish Habitat on Provincial Highway Undertakings* (2013), this letter is to provide notification to the Ministry of Natural Resources that the Ministry of Transportation is undertaking Environmental Assessment Planning and Preliminary Design of the Highway 407 Transitway Project located within the Regional Municipalities of York and Durham in addition to requesting background natural heritage data for this area.

The Highway 407 Transitway Project area extends from east of Kennedy Road to east of Brock Road. It includes the 18 km section of the Transitway and 8 stations. The project includes route selection within an approximately 500 m corridor north and the south of the existing Highway 407, pavement design, drainage design and/or improvements and design of approximately 17 crossing structures. Alternatives will be reviewed for environmental (and other) impacts within this 1 km corridor. A map is included with this submission to clarify the boundaries of the study area.

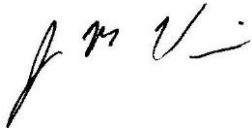
In addition to the Aurora District data request form, which is included with this request, please see the table below (and attached map) for a list of the watercourses and waterbodies within the 407 Transitway study limits and their locations. Watercourses include tributaries of the Rouge River, Petticoat Creek, and Duffins Creek. The map shows the watercourses which are numbered in sequential order from west to east.

As per Step 3 of the MTO/DFO/MNR Fisheries Protocol, we request that MNR complete the attached table that includes information on fish community and habitat.

We look forward to MNR's response to our request within **20 working days**, as specified in the Protocol.

Sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink, appearing to read 'J M Venier'.

Judson M. Venier, M.Sc.
Fisheries Biologist

Attachments: Table of Watercourses, Map of study area

cc: **Grant N. Kauffman, M.E.S, Vice President, Ontario Region**

Highway 407 East Extension Phase 2

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 1: Tributary of Beaver Creek 17T 636112 m E 4857378 m N						
Site 2: Tributary of the Rouge River 17T 637044 m E 4857211 m N						
Site 3: Rouge River 17T 638828 m E 4857886 m N						
Site 4: Mount Joy Creek 17T 640634 m E 4858984 m N						
Site 5: Tributary of the Rouge River 17T 642139 m E 4858871 m N						
Site 6: Tributary of the Rouge River 17T 642502 m E 4859023 m N						
Site 7: Tributary of the Rouge River 17T 643109 m E 4859368 m N						
Site 8: Tributary of the Rouge River 17T 643840 m E 4859656 m N						
Site 9: Tributary of the Rouge River 17T 644309 m E 4859602 m N						
Site 10: Little Rouge Creek 1T 644561 m E 4859934 m N						
Site 11: Tributary of Petticoat Creek 17T 645170 m E 4860551 m N						

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 12: Tributary of Petticoat Creek 17T 645684 m E 4860570 m N						
Site 13: West Duffins Creek 17T 646303 m E 4862095 m N						
Site 14: Tributary of West Duffins Creek 17T 646510 m E 4862369 m N						
Site 15: Tributary of West Duffins Creek 17T 646868 m E 4862482 m N						
Site 16: Tributary of West Duffins Creek 17T 647389 m E 4862538 m N						
Site 17: Tributary of West Duffins Creek 17T 647258 m E 4861971 m N						
Site 18: Tributary of West Duffins Creek 17T 648085 m E 4862228 m N						
Site 19: Tributary of West Duffins Creek 17T 648388 m E 4862861 m N						
Site 20: Tributary of West Duffins Creek 17T 648818 m E 4862873 m N						
Site 21: Tributary of Ganatsekiagon Creek 17T 649334 m E 4863064 m N						
Site 22: Ganatsekiagon Creek 17T 650317 m E 4863508 m N						
Site 23: Tributary of Urfe Creek 17T 651137 m E 4863835 m N						

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 24: Urfe Creek 17T 651702 m E 4863957 m N						
Site 25: Brougham Creek 17T 652461 m E 4864320 m N						
Site 26: Spring Creek 17T 652626 m E 4864379 m N						
Site 27: Tributary of West Duffins Creek 17T 653206 m E 4864776 m N						

NOTE:

- The applicant shall complete the waterbody name and location (column 1) and attach a Google Earth map or MTO project map identifying each waterbody and submit to MNR.
- MNR is required as per Step 3 of the Fisheries Protocol to provide the applicant with the information outlined in the table above (columns 2-7) within **20 working days**.

From: [Challice, Adam \(MNRF\)](#)
To: [stephanie Lillie](#)
Cc: [Hennyey, Allison \(MTO\)](#); [Eplett, Megan \(MNRF\)](#)
Subject: RE: 407 Transitway MNRF Request
Date: Friday, March 11, 2016 12:41:24 PM
Attachments: [BriefRationalforSensitivitychange AG Comments October 7 2015 Updated March 10 2016.pdf](#)

Hi Stephanie - see redside dace classifications added in blue where they were missing previously.

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

-----Original Message-----

From: stephanie Lillie [<mailto:StephanieLillie@lgl.ca>]
Sent: March-08-16 9:18 AM
To: Challice, Adam (MNRF); Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Adam, I'm following up again on this request.

Please let me know if I can provide anything further.

Stephanie

Stephanie Lillie B.Sc.
Fisheries Biologist, LGL Limited
22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6
Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

-----Original Message-----

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Wednesday, February 24, 2016 11:00 AM
To: stephanie Lillie; Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

I will look at it next week when I return to the office.

Adam

From: stephanie Lillie [StephanieLillie@lgl.ca]
Sent: Tuesday, February 23, 2016 3:17 PM
To: Eplett, Megan (MNRF)
Cc: Challice, Adam (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Megan, Adam,

I'm hoping to get an update on the below request for the Kennedy to Brock Transitway.

We're getting some heat from Parsons/MTO for this..

Please let me know if there's anything I can provide to facilitate this request.

Thanks very much,
Stephanie

From: stephanie Lillie
Sent: Tuesday, February 09, 2016 2:26 PM
To: 'Eplett, Megan (MNRF)'
Cc: 'Challice, Adam (MNRF)'
Subject: RE: 407 Transitway MNRF Request

Sorry to bother you again,

Adam helped me with the last section of the 407 Transitway (from Kennedy to Brock) We actually just now received MTO's comments on our report and they are hoping for the same breakdown Re: occupied, contributing, recovery, historical for the crossings that MNRF identified as RSD crossings.

From: [Cooper, Gary](#)
To: [stephanie Lillie](#)
Subject: RE: Map of 407 Transitway study area
Date: Wednesday, April 13, 2016 1:34:41 PM
Attachments: [DFO SAR Site Summary April 13 2016.pdf](#)

Hi Stephanie,

As discussed, our internal mapping is updated all the time where the external maps are every year. Attached is a SAR summary report of the area. Let me know if you need anything else.

Thank you,

Gary

Gary Cooper

Fisheries Protection Program | Programme de Protection des Pêches
Fisheries and Oceans Canada | Pêches et Océans Canada
867 Lakeshore Road | 867 Chemin Lakeshore
Burlington, ON, L7S 1A1

Tel | Tél: 905-336-6248; Fax | Téléc: 905-336-6285

Gary.Cooper@dfo-mpo.gc.ca

Web site | site Web: <http://www.dfo-mpo.gc.ca/habitat>

Government of Canada | Gouvernement du Canada

Fisheries and Oceans Canada has changed the way new project proposals (referrals), reports of potential Fisheries Act violations (occurrences) and information requests are managed in Central and Arctic Region (Alberta, Saskatchewan, Manitoba, Ontario, Nunavut and the Northwest Territories). Please be advised that general information regarding the management of impacts to fish and fish habitat and self-assessment tools (e.g. Measures to Avoid Harm) that enable you to determine Fisheries Act requirements are available at DFO's "Projects Near Water" website at www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html. For all occurrence reports, or project proposals where you have determined, following self-assessment, that you cannot avoid impacts to fish and fish habitat, please submit to fisheriesprotection@dfo-mpo.gc.ca. For general inquiries call 1 855 852-8320.

From: stephanie Lillie [<mailto:StephanieLillie@lgl.ca>]
Sent: 2016-April-13 10:29 AM
To: Cooper, Gary

From: [Cooper, Gary](#)
To: [stephanie Lillie](#)
Subject: RE: Map of 407 Transitway study area
Date: Wednesday, April 13, 2016 1:34:41 PM
Attachments: [DFO SAR Site Summary April 13 2016.pdf](#)

Hi Stephanie,

As discussed, our internal mapping is updated all the time where the external maps are every year. Attached is a SAR summary report of the area. Let me know if you need anything else.

Thank you,

Gary

Gary Cooper

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From: stephanie Lillie [<mailto:StephanieLillie@lgl.ca>]
Sent: 2016-April-13 10:29 AM
To: Cooper, Gary

Subject: Map of 407 Transitway study area

Hi Gary,

Please find attached, our natural heritage figures. I figured sending these would be best, they show all the watercourses, and the proposed ROW for the transitway corridor.

Please let me know if you need anything further.

Thanks again for your help today!

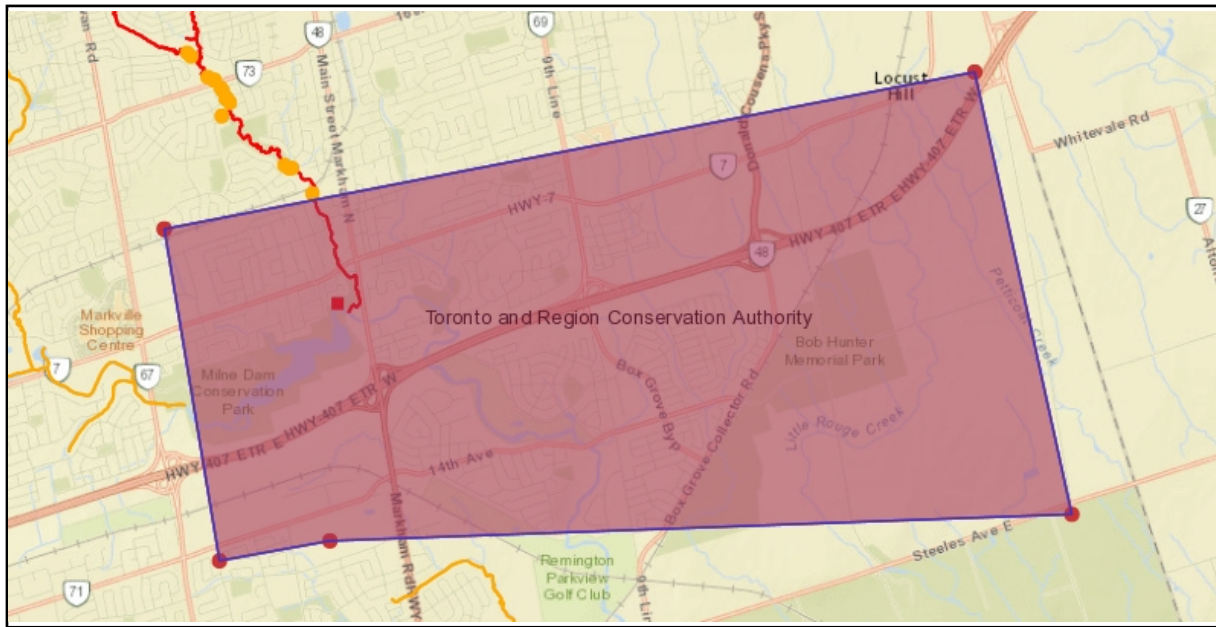
Stephanie

Stephanie Lillie B.Sc.

Fisheries Biologist, LGL Limited

22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6

Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com



■ Protected under SARA (Extirpated, Endangered, Threatened)
■ Under consideration for listing (Endangered, Threatened)
■ All Special Concern Species (Sch. 1,3 and newly listed)
■ Area within which Critical Habitat is found or proposed*
* Note: Within the delineated areas, only those areas that meet the functional habitat requirements of one or more life stages of the species are considered Critical Habitat. For more information on Critical Habitat please refer to the Reference Guide and the species-specific Recovery Strategies.

Site Information

Automatically generated based on user selection

Area Centroid Latitude (DD):	<input type="text" value="43.867387"/>	Polygon Coordinates (DD):	Point 1: -79.2819, 43.876468
Longitude (DD):	<input type="text" value="-79.228392"/>	Area (km2):	<input type="text" value="52.95"/>
			Point 2: -79.188701, 43.889463
			Point 3: -79.177528, 43.852849
			Point 4: -79.262854, 43.850651
			Point 5: -79.275551, 43.849003
			Point 6: -79.2819, 43.876468

National Parks near Study Area:

First Nation Land near Study Area:

Aquatic Species at Risk Near Study Area:

Fishes

Common Name	Scientific Name	Species at Risk Act Status
Redside Dace	Clinostomus elongatus	Special Concern

Mussels

Common Name	Scientific Name	Species at Risk Act Status
Eastern Pondmussel	Ligumia nasuta	Endangered

Critical Habitat* has been identified for these species:

* Area in which Critical Habitat may be found

Study Area Overlaps with Population Range/Migration Areas for:

No Mammal Data Available

From: [Challice, Adam \(MNRF\)](#)
To: [stephanie Lillie](#)
Cc: [Hennyey, Allison \(MTO\)](#); [Eplett, Megan \(MNRF\)](#)
Subject: RE: 407 Transitway MNRF Request
Date: Friday, March 11, 2016 12:41:24 PM
Attachments: [BriefRationalforSensitivitychange AG Comments October 7 2015 Updated March 10 2016.pdf](#)

Hi Stephanie - see redside dace classifications added in blue where they were missing previously.

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

-----Original Message-----

From: stephanie Lillie [<mailto:StephanieLillie@lgl.ca>]
Sent: March-08-16 9:18 AM
To: Challice, Adam (MNRF); Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Adam, I'm following up again on this request.

Please let me know if I can provide anything further.

Stephanie

Stephanie Lillie B.Sc.
Fisheries Biologist, LGL Limited
22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6
Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

-----Original Message-----

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Wednesday, February 24, 2016 11:00 AM
To: stephanie Lillie; Eplett, Megan (MNRF)
Subject: RE: 407 Transitway MNRF Request

I will look at it next week when I return to the office.

Adam

From: stephanie Lillie [StephanieLillie@lgl.ca]
Sent: Tuesday, February 23, 2016 3:17 PM
To: Eplett, Megan (MNRF)
Cc: Challice, Adam (MNRF)
Subject: RE: 407 Transitway MNRF Request

Hi Megan, Adam,

I'm hoping to get an update on the below request for the Kennedy to Brock Transitway.

We're getting some heat from Parsons/MTO for this..

Please let me know if there's anything I can provide to facilitate this request.

Thanks very much,
Stephanie

From: stephanie Lillie
Sent: Tuesday, February 09, 2016 2:26 PM
To: 'Eplett, Megan (MNRF)'
Cc: 'Challice, Adam (MNRF)'
Subject: RE: 407 Transitway MNRF Request

Sorry to bother you again,

Adam helped me with the last section of the 407 Transitway (from Kennedy to Brock) We actually just now received MTO's comments on our report and they are hoping for the same breakdown Re: occupied, contributing, recovery, historical for the crossings that MNRF identified as RSD crossings.

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present** Blue Text are ACs comments March 11 2016	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
R1 Tributary of the Rouge River	17T 637112m E 4857012 m N	Intermittent	Warmwater	Rip rap, silt	Cattails, red osier dogwood, shrub willow, Reed Canary Grass	Indirect		Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)	Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low
R2 Tributary of the Rouge River	17T 637411 mE 4856991 mN	Ephemeral	Warmwater	Silt, detritus	Phragmites, cattails, jewelweed, watercress	Indirect		Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae	Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low

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							Spp. (MNRF 2015)			
R3 Tributary of the Rouge River	17T 637515 mE 4857050 mN	Permanent	Warmwater	Silt, gravel, cobble, detritus	Cattails, Phragmites, overhanging grasses, jewelweed and shrub willow (riparian)	Direct	Rainbow Trout, Redside Dace (Contributing Habitat), Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015) Brook Stickleback (LGL 2015)	Moderate	Moderate	
R4: Rouge River	17T 640546 mE 4858353 mN	Permanent	Coolwater	Cobble, silt, gravel, sand, boulder	Cattail, grasses, Phragmites along fringe. Mixed forest	Direct	Rainbow Trout, Redside Dace (Contributing Habitat), Brown Bullhead, Rock Bass,	High	High	

**TABLE 1.
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					riparian.			Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) Common Carp (LGL 2015)		
R5: Tributary of the Rouge River	17T 642139 m E 4858871 m N	Permanent	Coolwater	Silt, detritus	Phragmites, cattails, algae, shrub willow.	Direct		Coho Salmon, Chinook Salmon, Rainbow Trout, Brown Trout, Goldfish, Redside Dace (Contributing Habitat), Smallmouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate
R6: Tributary	17T	Permanent	Coolwater	Silt, gravel,	Cattails,	Direct		Rainbow Trout, Brown	High	Moderate

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
of Little Rouge Creek	642502 m E 4859023 m N			detritus, rip rap	Phragmites, jewelweed, Crack Willow, instream grasses		Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)		Agree to Moderate sensitivity classification given rationale	
R7: Tributary of Little Rouge Creek	17T 643109 m E 4859368 m N	Permanent	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	

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407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
R7a: Tributary of Little Rouge Creek	17T 643257 mE 4859331 mN	Ephemeral	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae Spp. (MNRF, 2015) Cyprinidae Spp. (LGL, 2015)		High Agree to Moderate sensitivity classification given rationale	Low
R8: Tributary of Little Rouge Creek	17T 643840 m E 4859656 m N	Permanent	Coolwater	Silt, detritus	Cattails, Phragmites, Canada Waterweed instream/overhanging grasses (Reed Canary Grass), Crack Willow	Direct	No fisheries information available (MNRF 2015) No fish observed or captured (LGL 2015)		None Agree to Moderate sensitivity classification given rationale	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					riparian				Red Text are ACs comments Oct 7 2015	
R9: Tributary of Little Rouge Creek	17T 644309 m E 4859602 m N	Intermittent	Coolwater	Silt, detritus	Cattails, Phragmites, algae instream/ overhanging grasses, dog strangling vine, goldenrod, asters, Bur-Marigold.	Indirect	No fisheries information available (MNRF 2015). No fish observed or captured (LGL 2015)		None Agree to low sensitivity classification given rationale	Low
R10: Little Rouge Creek	17T 644561 m E 4859934 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, Boulder	Cattails, overhanging grasses instream/mixed forest along east bank and	Direct	Rainbow trout, Atlantic Salmon, Brown Trout, Rock Bass, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp.		High	High

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407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					wetland veg along west side (Joe-Pye-weed, angelica, Elecampane)		(MNRF 2015) White Sucker (LGL 2015)			
R11: Tributary of Little Rouge Creek	17T 644770 mE 4859924 m N	Ephemeral	Warmwater	Upland soils	Terrestrial vegetation (cultural meadow species)	none	None	None	None	None
P1: Petticoat Creek	17T 645216 m E 4860351 m N	Ephemeral	Warmwater	Silt, detritus	Cattails, phragmites, Reed Canary Grass, smartweed sp.	None	Rainbow Trout, Atlantic Salmon, Brook Trout, Cyprinidae spp.(MNRF 2015)	High Should be given low sensitivity recognizing potential for cyprinid migration in	None	

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
									and out during high water	
D1: West Duffins Creek	17T 646303 m E 4862095 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	Riparian grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High	High
D2: Tributary of West Duffins Creek	17T 646450 m E 4862042 m N	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Cattails	None	none		None Should be given low sensitivity as its coldwater ephemeral	None
D3: Tributary of West Duffins	17T 646510 m E 4862369 m	Permanent	Coldwater	Silt, cobble, gravel,	Instream grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter,		High	High

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
Creek	N			sand			Mottled Sculpin, Cyprinidae spp. (MNRF 2015)			
D4: Tributary of West Duffins Creek	17T 646868 m E 4862482 m N	Intermittent	Coldwater	Silt, detritus, cobble, gravel, sand	Instream and overhanging grasses, cattails, Phragmites	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
D5: Tributary of West Duffins Creek	17T 647495 mE 4862342 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of agricultural	None	

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
									swale	
D6: Tributary of Whitevale Creek	17T 647903 m E 4862503 m N	Ephemeral	Warmwater	Upland soils	Active agriculture	None		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D7 Tributary of Whitevale Creek	17T 648260 mE 4862615 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of	None

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									agricultural swale	
D8: Tributary of Tributary of Whitevale Creek	17T 648388 m E 4862861 m N	Intermittent	Coldwater	Silt, gravel, sand, cobble	Mostly terrestrial vegetation (asters, goldenrod) and Reed Canary Grass	Indirect		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Change sensitivity to moderate given coldwater intermittency and its potential for supporting coldwater fish habitat downstream	Low
D9: Tributary	17T	Ephemeral	Warmwater	Silt,	Grasses,	Indirect		Rainbow Trout, Brook	High	Low

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of Whitevale Creek	648823 m E 4862785 m N		ARA layer states coldwater	detritus	some cattail, sedges, smartweed, cultural meadow veg.		Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		Change sensitivity to moderate given coldwater ephemeral and its potential for supporting coldwater fish habitat downstream	
D10: Whitevale Creek	17T 648871 mE 4862808 mN	Intermittent	Coldwater	Silt, detritus, gravel, sand,	Instream and overhanging grasses (Reed Canary	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.	High Agree to Moderate sensitivity	Moderate	

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				cobble	Grass, Brome), cattails, Phragmites, cultural meadow veg.		(MNRF 2015)		classification given rationale	
D11: Tributary of Ganatsekiagon Creek	17T 649334 m E 4863064 m N	Intermittent	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate	
D12: Ganatsekiagon Creek	17T 650317 m E 4863508 m N	Ephemeral	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace,	High Contributing habitat for redside	Low	

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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
							Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)		dace and coldwater – stays at high sensitivity	
D13: Tributary of Urfe Creek	17T 651137 m E 4863835 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand	Algae, overhanging grasses, cattails, watercress	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.(MNRF 2015) Northern Redbelly Dace, Fathead Minnow, Brook Stickleback (LGL 2015).	High Recovery habitat for redside dace and coldwater – stays at high sensitivity	Moderate	

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D14: Tributary of Urfe Creek	17T 651228 mE 4863681 Mn	Permanent	Coldwater	Silt, detritus, gravel, sand	Watercress, overhanging grasses	Direct	Brook Trout, Redside Dace (Recovery habitat), Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D15: Urfe Creek	17T 651702 m E 4863957 m N	Permanent	Coldwater	Cobble, gravel, silt, sand, boulder	None	Direct	Brook Trout, Redside Dace (Contributing Habitat), Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D16: Brougham Creek (under construction)*	17T 652461 m E 4864320 m N	Permanent	Coldwater	Fine substrates, gravel patches	Watercress	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace (Contributing Habitat), Pumpkinseed,	High	High	

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									Red Text are ACs comments Oct 7 2015	
							Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)			
D17: Tributary of Brougham Creek (under construction)*	17T 652626 m E 4864379 m N	Permanent	Coldwater	Upland soils	None	Indirect	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for reddsides and coldwater – stays at high sensitivity		Moderate
D18: Tributary of Brougham Creek	17T 653152 mE 4864912 mN	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	None	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside	High		High

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EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									<p style="color: red; margin: 0;">Red Text are ACs comments Oct 7 2015</p>	
							<p>Dace (Contributing Habitat), Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)</p>			

From: [Chalice, Adam \(MNRF\)](#)
To: [stephanie Lillie](#)
Cc: [Judson Venier](#); [Erin Blenkhorn](#); [ESA Aurora \(MNRF\)](#)
Subject: RE: Rationale for Changes in Sensitivity (407 Transitway East)
Date: Wednesday, October 07, 2015 3:17:43 PM
Attachments: [BriefRationalforSensitivitychange AC Comments October 7 2015.pdf](#)

Hi Stephanie,

Hope all is well. Attached are my comments / changes to the sensitivity classifications for the 407 transitway east crossing you provided (my comments are in red with the recommended classification bolded for those crossings where MNRF and LGL had different sensitivity assessments). Note that upon reviewing a couple of the thermal designations for a few crossings, MNRFs original classification differed from what information I had available through the Aquatic Resources Area Layer so these changes were also noted and may have affected my decision on the sensitivity.

If you need further clarification on my recommendations for sensitivity do not hesitate to call.

Regards,

Adam Chalice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.chalice@ontario.ca

From: stephanie Lillie [mailto:StephanieLillie@lgl.ca]
Sent: September-17-15 10:11 AM
To: Chalice, Adam (MNRF)
Cc: Judson Venier; Erin Blenkhorn
Subject: Rationale for Changes in Sensitivity (407 Transitway East)

Hi Adam,

See attached is our rational for change in sensitivity for the watercourses affected by the transitway. In the document also is the latest habitat summary table reflecting the 2 season (spring/ summer) visits.

Please let me know if I can provide you with anything further; ie our existing conditions report, photos ect.

Also- in the next couple weeks, im going to be forwarding a new sensitivity request for our new project (407 transitway from Hurontario Street to Highway 400) should I send this request to you?

Thank you,

Stephanie

Stephanie Lillie B.Sc.

Fisheries Biologist, LGL Limited

22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6

Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

R1: Highly altered, Intermittent, warmwater, appears to function as indirect fish habitat due being piped downstream
R2: Highly altered, ephemeral flow, warmwater
R5: Appears unlikely fish can migrate freely up to this section given dense vegetative conditions or would use the wetland area based on unsuitable habitat conditions both within the downstream channel, likely providing indirect habitat
R6: No critical habitat observed, riparian choked with phragmites, cattails
R7: No critical habitat observed, riparian choked with phragmites, cattails
R7a: Ephemeral flow, surface water drainage.
R8: No fish observed, however at minimum contributes indirectly to downstream coolwater fish community.
R9: ploughed through downstream of ROW, intermittent
P1: ephemeral, poor connectivity to downstream habitat
D4: poor channel definition at ROW, no critical habitat features observed. Intermittent
D5: Ephemeral, rill through field, becoming discernable within forest reach.
D6: Ephemeral, rill through field, planted though
D7: Ephemeral, rill through field, planted through
D8: Intermittent, swale with narrow vegetative buffer, likely indirect habitat, no critical habitat features observed
D9: Ephemeral, indirect fish habitat, poor downstream connectivity
D10: Ephemeral characteristics within ROW, poor downstream connectivity.
D11: intermittent, indirect habitat, poor downstream connectivity
D12: ephemeral, indirect habitat, poor channel definition
D13: Intermittent, poor channel definition, poor downstream connectivity
D17: indirect habitat, poor downstream connectivity

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
R1 Tributary of the Rouge River	17T 637112m E 4857012 m N	Intermittent	Warmwater	Rip rap, silt	Cattails, red osier dogwood, shrub willow, Reed Canary Grass	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae Spp. (MNRF 2015)		Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low
R2 Tributary of the Rouge River	17T 637411 mE 4856991 mN	Ephemeral	Warmwater	Silt, detritus	Phragmites, cattails, jewelweed, watercress	Indirect	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae		Moderate Contributing habitat for redside dace – stays at moderate sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							Spp. (MNRF 2015)			
R3 Tributary of the Rouge River	17T 637515 mE 4857050 mN	Permanent	Warmwater	Silt, gravel, cobble, detritus	Cattails, Phragmites, overhanging grasses, jewelweed and shrub willow (riparian)	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015) Brook Stickleback (LGL 2015)	Moderate	Moderate	
R4: Rouge River	17T 640546 mE 4858353 mN	Permanent	Coolwater	Cobble, silt, gravel, sand, boulder	Cattail, grasses, Phragmites along fringe. Mixed forest riparian.	Direct	Rainbow Trout, Redside Dace, Brown Bullhead, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Yellow Perch,	High	High	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							Cyprinidae spp. (MNRF 2015) Common Carp (LGL 2015)			
R5: Tributary of the Rouge River	17T 642139 m E 4858871 m N	Permanent	Coolwater	Silt, detritus	Phragmites, cattails, algae, shrub willow.	Direct	Coho Salmon, Chinook Salmon, Rainbow Trout, Brown Trout, Goldfish, Redside Dace, Smallmouth Bass, Yellow Perch, Rainbow Darter, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
R6: Tributary of Little Rouge Creek	17T 642502 m E 4859023 m N	Permanent	Coolwater	Silt, gravel, detritus, rip rap	Cattails, Phragmites, jewelweed, Crack Willow, instream	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp.	High Agree to Moderate sensitivity classification given	Moderate	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					grasses		(MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)		rationale	
R7: Tributary of Little Rouge Creek	17T 643109 m E 4859368 m N	Permanent	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier dogwood, algae	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Cyprinidae spp. (MNRF 2015) Northern Redbelly Dace, Creek Chub (LGL 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	
R7a: Tributary of Little Rouge Creek	17T 643257 m E 4859331 m N	Ephemeral	Warmwater	Silt, detritus, cobble	Cattails, Phragmites, instream grasses, red osier	Direct	Rainbow Trout, Brown Trout, Rock Bass, Pumpkinseed, Smallmouth Bass, Largemouth Bass,	High Agree to Moderate sensitivity classification	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					dogwood, algae		Cyprinidae Spp. (MNRF, 2015) Cyprinidae Spp. (LGL, 2015)		n given rationale	
R8: Tributary of Little Rouge Creek	17T 643840 m E 4859656 m N	Permanent	Coolwater	Silt, detritus	Cattails, Phragmites, Canada Waterweed instream/ overhanging grasses (Reed Canary Grass), Crack Willow riparian	Direct	No fisheries information available (MNRF 2015) No fish observed or captured (LGL 2015)		None Agree to Moderate sensitivity classification given rationale	Moderate
R9: Tributary of Little Rouge Creek	17T 644309 m E 4859602 m N	Intermittent	Coolwater	Silt, detritus	Cattails, Phragmites, algae instream/	Indirect	No fisheries information available (MNRF 2015). No fish observed or		None Agree to low sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					overhanging grasses, dog strangling vine, goldenrod, asters, Bur-Marigold.		captured (LGL 2015)		Red Text are ACs comments Oct 7 2015 classification given rationale	
R10: Little Rouge Creek	17T 644561 m E 4859934 m N	Permanent	Coldwater	Cobble, gravel, sand, silt, Boulder	Cattails, overhanging grasses instream/mixed forest along east bank and wetland veg along west side (Joe-Pye-weed, angelica,	Direct	Rainbow trout, Atlantic Salmon, Brown Trout, Rock Bass, Smallmouth Bass, Largemouth Bass, Yellow Perch, Cyprinidae spp. (MNRF 2015) White Sucker (LGL 2015)		High	High

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
					Elecampane)					
R11: Tributary of Little Rouge Creek	17T 644770 mE 4859924 m N	Ephemeral	Warmwater	Upland soils	Terrestrial vegetation (cultural meadow species)	none	None		None	None
P1: Petticoat Creek	17T 645216 m E 4860351 m N	Ephemeral	Warmwater	Silt, detritus	Cattails, phragmites, Reed Canary Grass, smartweed sp.	None		Rainbow Trout, Atlantic Salmon, Brook Trout, Cyprinidae spp.(MNRF 2015)	High Should be given low sensitivity recognizing potential for cyprinid migration in and out during high water	None
D1: West Duffins Creek	17T 646303 m E	Permanent	Coldwater	Cobble, gravel,	Riparian grasses	Direct		Rainbow Trout, Brook Trout, Pumpkinseed,	High	High

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
	4862095 m N			sand, silt, boulder			Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)			
D2: Tributary of West Duffins Creek	17T 646450 mE 4862042 mN	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Cattails	None	none	None Should be given low sensitivity as its coldwater ephemeral	None	
D3: Tributary of West Duffins Creek	17T 646510 m E 4862369 m N	Permanent	Coldwater	Silt, cobble, gravel, sand	Instream grasses	Direct	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High	
D4: Tributary of West	17T 646868 m E	Intermittent	Coldwater	Silt, detritus,	Instream and overhanging	Direct	Rainbow Trout, Brook Trout, Pumpkinseed,	High Agree to	Moderate	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
Duffins Creek	4862482 m N			cobble, gravel, sand	grasses, cattails, Phragmites		Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		Moderate sensitivity classification given rationale	
D5: Tributary of West Duffins Creek	17T 647495 mE 4862342 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Rainbow Darter, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)		High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D6: Tributary of Whitevale Creek	17T 647903 m E 4862503 m N	Ephemeral	Warmwater	Upland soils	Active agriculture	None	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.		High Agree to no sensitivity classification	None

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407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
							(MNRF 2015)		n given rationale and context of agricultural swale	
D7 Tributary of Whitevale Creek	17T 648260 mE 4862615 mN	Ephemeral	Warmwater	Upland soils	Active agriculture	None		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to no sensitivity classification given rationale and context of agricultural swale	None
D8: Tributary of Tributary of Whitevale	17T 648388 m E 4862861 m	Intermittent	Coldwater	Silt, gravel, sand, cobble	Mostly terrestrial vegetation	Indirect		Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin,	High Change sensitivity	Low

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
Creek	N				(asters, goldenrod) and Reed Canary Grass		Cyprinidae spp. (MNRF 2015)		to moderate given coldwater intermittency and its potential for supporting coldwater fish habitat downstream	
D9: Tributary of Whitevale Creek	17T 648823 m E 4862785 m N	Ephemeral	Warmwater ARA layer states coldwater	Silt, detritus	Grasses, some cattail, sedges, smartweed, cultural meadow veg.	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Change sensitivity to moderate given	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									<p>Red Text are ACs comments Oct 7 2015</p> <p>coldwater ephemeral and its potential for supporting coldwater fish habitat downstream</p>	
D10: Whitevale Creek	17T 648871 mE 4862808 mN	Intermittent	Coldwater	Silt, detritus, gravel, sand, cobble	Instream and overhanging grasses (Reed Canary Grass, Brome), cattails, Phragmites, cultural	Indirect	Rainbow Trout, Brook Trout, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High Agree to Moderate sensitivity classification given rationale	Moderate	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
					meadow veg.				Red Text are ACs comments Oct 7 2015	
D11: Tributary of Ganatsekiagon Creek	17T 649334 m E 4863064 m N	Intermittent	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate	
D12: Ganatsekiagon Creek	17T 650317 m E 4863508 m N	Ephemeral	Coldwater	Silt, detritus	Instream and overhanging grasses, cattails	Indirect	American Brook Lamprey, Rainbow Trout, Brook Trout, Redside Dace, Largemouth Bass, Rainbow Darter, Mottled Sculpin, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High Contributing habitat for redside dace and coldwater – stays at high sensitivity	Low	

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
EXISTING FISH AND FISH HABITAT CONDITIONS SUMMARY TABLE**

Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present** Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
D13: Tributary of Urfe Creek	17T 651137 m E 4863835 m N	Intermittent	Coldwater	Silt, detritus, gravel, sand	Algae, overhanging grasses, cattails, watercress	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp.(MNRF 2015) Northern Redbelly Dace, Fathead Minnow, Brook Stickleback (LGL 2015).	High Recovery habitat for redds dace and coldwater – stays at high sensitivity	Moderate

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)** Red Text are ACs comments Oct 7 2015	LGL Interpreted sensitivity
D14: Tributary of Urfe Creek	17T 651228 mE 4863681 Mn	Permanent	Coldwater	Silt, detritus, gravel, sand	Watercress, overhanging grasses	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High
D15: Urfe Creek	17T 651702 m E 4863957 m N	Permanent	Coldwater	Cobble, gravel, silt, sand, boulder	None	Direct	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	Brook Trout, Redside Dace, Pumpkinseed, Mottled Sculpin, Cyprinidae spp. (MNRF 2015)	High	High
D16: Brougham Creek (under construction)*	17T 652461 m E 4864320 m N	Permanent	Coldwater	Fine substrates, gravel patches	Watercress	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae	High	High

**TABLE 1.
407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
									Red Text are ACs comments Oct 7 2015	
							spp. (MNRF 2015)			
D17: Tributary of Brougham Creek (under construction)*	17T 652626 m E 4864379 m N	Permanent	Coldwater	Upland soils	None	Indirect	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy Sculpin, Cyprinidae spp. (MNRF 2015)	High	Contributing habitat for redside dace and coldwater – stays at high sensitivity	Moderate
D18: Tributary of Brougham Creek	17T 653152 mE 4864912 mN	Permanent	Coldwater	Cobble, gravel, sand, silt, boulder	None	Direct	American Brook Lamprey, Rainbow Trout, Brown Trout, Brook Trout, Redside Dace, Pumpkinseed, Smallmouth Bass, Largemouth Bass, Rainbow Darter, Slimy	High		High

**TABLE 1.
 407 TRANSITWAY (EAST OF KENNEDY RD TO EAST OF BROCK ROAD)
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Watercourse	UTM Coordinates	Flow	Thermal Regime	Substrate Type	Vegetation	Supports a Fishery	Fish Present**	Species	MNRF Identified Habitat Sensitivity (as per Fisheries Protocol)**	LGL Interpreted sensitivity
							Sculpin, Cyprinidae spp. (MNRF 2015)		<p>Red Text are ACs comments Oct 7 2015</p>	

From: stephanie Lillie
To: "[Challice, Adam \(MNRF\)](#)"
Cc: "EBlenkhorn@lglcambridge.com"; [Judson Venier](#)
Subject: RE: Highway 407 Transitway MTO information request
Date: Thursday, August 27, 2015 4:44:33 PM
Attachments: [WatercourseSurveyID.CPG](#)
[WatercourseSurveyID.DBF](#)
[WatercourseSurveyID.PRJ](#)
[WatercourseSurveyID.SBN](#)
[WatercourseSurveyID.SBX](#)
[WatercourseSurveyID.SHP](#)
[WatercourseSurveyID.SHX](#)
[LGLSensitivityTablewoldnumbers.pdf](#)

Hi Adam,

Please see attached, the shapefiles for the new points.

I apologize that they have changed a bit. We didn't have an alignment when we first were asked to do this request. The points have been realigned along the technically preferred route. Most of the points have shifted a very small distance.

Also attached is the table with the old reference numbers in red.

My colleague is going to send over our rationale for sensitivity adjustment once our summer field investigation is complete (latest by next week). It is fairly brief (many are agricultural swales).. if you would like a copy of the existing conditions and photo appendix to assist you, please let me know. I am on vacation next week so Judson (jvenier@lgl.com) can be contacted.

Thanks for your help
Stephanie

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Wednesday, August 26, 2015 9:30 AM
To: stephanielillie@lgl.com
Cc: Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Hope all is well. The latest table provided is a little misleading – specifically the column 'MNRF Identified Habitat Sensitivity as per Fisheries protocol'. In reality, this sensitivity is based upon many factors beyond the sensitivity of the habitat alone. MTO's Environmental Guide for Fish and Fish Habitat defines sensitivity based upon **1. Species Sensitivity, 2. Species' Dependence on Habitat, 3. Rarity of the Species or Habitat present and 4. Habitat Resiliency.** Please provide a rationale for each sensitivity that conflicts from MNRFs original designation considering all of these different variables.

Also, please include the original site number from the original table (attached) so that I can relate each site back to our original table. The site numbers have changed as have coordinates for many sites, making it difficult to relate sites between tables, and although I haven't actually mapped them

yet, you should be aware that our sensitivity may change due to the change in spatial location of the site. This is almost a new information request due to the high number of sites that have now moved significant distances.

If you have a shapefile of the latest location sites, that would also help the process greatly.

Also,

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE

50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

From: Stephanie Lillie [<mailto:stephanielillielgl@bellnet.ca>]
Sent: August-25-15 11:35 AM
To: Challice, Adam (MNRF)
Cc: Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Adam,

I hope all is well with you and your enjoying the last days of summer!

I'm hoping for some input from your end regarding the watercourse sensitivities along the proposed corridor of the 407 Transitway. Attached is the Existing Fish and Fish habitat summary table. Some of our interpreted sensitivities based on our field investigations to date (summer investigations are currently ongoing) are different than the ones you provided. I'm hoping to get some input weather MNR agrees with our modified sensitivity rankings.

If you would like to review a copy of our draft existing conditions report, photo appendix, habitat mapping ect. to help with this request, please let me know and I'll send them along.

One other thing we were hoping to get input on is regarding the Redside Dace habitat within the study area. Would it be possible you could let us know if the crossings identified as RSD are Occupied, Contributing or Recovery? That would be of great assistance.

Thanks,
Stephanie

Stephanie Lillie B.Sc.
Fisheries Biologist, LGL Limited
22 Fisher Street, P.O. Box 280 King City, ON L7B 1A6
Tel: (905) 833-1244 E-mail: stephanielillie@lgl.com

From: Challice, Adam (MNRF) [<mailto:Adam.Challice@ontario.ca>]
Sent: Monday, May 11, 2015 4:15 PM
To: stephanielillielgl@bellnet.ca
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Wow, this one is long overdue. Here is the fisheries info. The SAR, wetlands and ansi data will follow over the coming days.

Regards,

Adam Challice

MANAGEMENT BIOLOGIST | ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | AURORA DISTRICT OFFICE

50 Bloomington Road, Aurora, Ontario, L4G 0L8 | PH: 905-713-7341 | FAX: 905.713.7361 | EMAIL: adam.challice@ontario.ca

From: Stanley, Elizabeth (MNRF)
Sent: May-07-15 10:20 AM
To: Challice, Adam (MNRF)
Cc: Farrell, Tom (MNRF)
Subject: FW: Highway 407 Transitway MTO information request

Adam – please follow up with Stephanie on this – see below.

Thanks,

Elizabeth

From: Burkart, Jackie (MNRF)
Sent: May 7, 2015 10:02 AM
To: Stanley, Elizabeth (MNRF)
Subject: FW: Highway 407 Transitway MTO information request

Hi Elizabeth – can you please advise Stephanie as to who to contact or alternately, pass this along to the new assignee?

Thanks,

Jackie

From: Stephanie Lillie [<mailto:stephanielillielgl@bellnet.ca>]
Sent: May 5, 2015 5:05 PM
To: Burkart, Jackie (MNRF)
Cc: Sowel Kang

Subject: RE: Highway 407 Transitway MTO information request

Hi Jackie,

I understand Aurora is no longer with the Aurora District Office, who can I contact to get an update on the status of the below request, originally sent August 5, 2014?

Thanks
Stephanie

From: Burkart, Jackie (MNR) [<mailto:Jackie.Burkart@ontario.ca>]
Sent: Monday, August 25, 2014 2:26 PM
To: stephanielillie@lgl.com
Cc: Sowel Kang; Judson Venier
Subject: RE: Highway 407 Transitway MTO information request

Hi Stephanie,

Your request has been passed on to Aurora McAllister for review and comment.

Jackie

Jackie Burkart

District Planner

Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 |

Email: jackie.burkart@ontario.ca |

From: Stephanie Lillie [<mailto:stephanielillie@bellnet.ca>]
Sent: August 25, 2014 2:06 PM
To: Burkart, Jackie (MNR)
Cc: Sowel Kang; Judson Venier
Subject: FW: Highway 407 Transitway MTO information request

Hi Jackie,

I am following up to find out the status of the below information request sent by Judson Venier on August 5th. (information attached)

If you need anything further to help with this request, please do not hesitate to contact myself, or Judson.

Thank you very much,
Stephanie

From: Judson Venier [<mailto:jvenier@lgl.com>]
Sent: Tuesday, August 05, 2014 3:50 PM
To: Burkart, Jackie (MNR)
Cc: gkauffman@lgl.com; cagnew@lgl.com; skang@lgl.com; stephanielillie@lgl.com
Subject: Highway 407 Transitway MTO information request

Hi Jackie,

Please find attached a formal Aurora District information request form, a MTO standard letter request for information (with embedded table) and a map of the study area. Can you please fill out the table and complete our information request at your earliest convenience?

Thank you and I hope all is well,

Judson

Judson M. Venier, M.Sc.
Fisheries Biologist
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
e-mail: jvenier@lgl.com

Highway 407 East Extension Phase 2

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 1: Tributary of Beaver Creek 17T 636112 m E 4857378 m N	Coolwater		011, 076, 080, 184, 311, 313, 337, 180 spc.		High	July 1 – Sept. 15
Site 2: Tributary of the Rouge River 17T 637044 m E 4857211 m N	Warmwater		076, 184, 233, 311, 313, 316, 317, 331, 337, 180 spc.		Moderate	July 1- Mar 31
Site 3: Rouge River 17T 638828 m E 4857886 m N	Coolwater		076, 184, 233, 311, 313, 316, 317, 331, 180 spc.		High	July 1 – Sept. 15
Site 4: Mount Joy Creek 17T 640634 m E 4858984 m N	Coldwater		076, 184, 311, 313, 316, 317, 331, 180 spc.		Moderate	July 1 – Sept. 15
Site 5: Tributary of the Rouge River 17T 642139 m E 4858871 m N	Coolwater		073, 075, 076, 078, 181, 184, 316, 331, 337, 180 spc.		High	July 1 – Sept. 15
Site 6: Tributary of the Rouge River 17T 642502 m E 4859023 m N	Warmwater		076, 078, 311, 313, 316, 317, 180 spc.		High	July 1 – Sept. 15
Site 7: Tributary of the Rouge River 17T 643109 m E 4859368 m N	Warmwater		076, 078, 311, 313, 316, 317, 180 spc.		High	July 1 – Sept. 15
Site 8: Tributary of the Rouge River 17T 643840 m E 4859656 m N	Coolwater		No Information available			
Site 9: Tributary of the Rouge River 17T 644309 m E 4859602 m N	Coolwater		No Information available			

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 10: Little Rouge Creek 1T 644561 m E 4859934 m N	Coldwater		076, 077, 078, 311, 316, 317, 331, 337, 180 spc.		High	July 1 – Sept. 15
Site 11: Tributary of Petticoat Creek 17T 645170 m E 4860551 m N	Warmwater		076, 077, 080, 180 spc.		High	July 1 – Sept. 15
Site 12: Tributary of Petticoat Creek 17T 645684 m E 4860570 m N	Warmwater		076, 077, 080, 180 spc.		High	July 1 – Sept. 15
Site 13: West Duffins Creek 17T 646303 m E 4862095 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 14: Tributary of West Duffins Creek 17T 646510 m E 4862369 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 15: Tributary of West Duffins Creek 17T 646868 m E 4862482 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 16: Tributary of West Duffins Creek 17T 647389 m E 4862538 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 17: Tributary of West Duffins Creek 17T 647258 m E 4861971 m N	Coldwater		076, 080, 313, 337, 381, 180 spc.		High	July 1 – Sept. 15
Site 18: Tributary of West Duffins Creek 17T 648085 m E 4862228 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 19: Tributary of West Duffins Creek 17T 648388 m E 4862861 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 20: Tributary of West Duffins Creek 17T 648818 m E 4862873 m N	Coldwater		076, 080, 313, 381, 180 spc.		High	July 1 – Sept. 15
Site 21: Tributary of Ganatsekiagon Creek 17T 649334 m E 4863064 m N	Coldwater		011, 076, 080, 184, 317, 337, 381, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 22: Ganatsekiagon Creek 17T 650317 m E 4863508 m N	Coldwater		011, 076, 080, 184, 317, 337, 381, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 23: Tributary of Urfe Creek 17T 651137 m E 4863835 m N	Coldwater	Redside Dace recovery habitat	080, 184, 313, 381, 180 spc.	Regulated Redside Dace habitat	High	July 1 – Sept. 15
Site 24: Urfe Creek 17T 651702 m E 4863957 m N	Coldwater		080, 184, 313, 381, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 25: Brougham Creek 17T 652461 m E 4864320 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 26: Spring Creek 17T 652626 m E 4864379 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15
Site 27: Tributary of West Duffins Creek 17T 653206 m E 4864776 m N	Coldwater		011, 076, 078, 080, 184, 313, 316, 317, 337, 382, 180 spc.	Redside Dace regulated habitat downstream	High	July 1 – Sept. 15

NOTE:

- The applicant shall complete the waterbody name and location (column 1) and attach a Google Earth map or MTO project map identifying each waterbody and submit to MNR.
- MNR is required as per Step 3 of the Fisheries Protocol to provide the applicant with the information outlined in the table above (columns 2-7) within **20 working days**.

August 5, 2014

Jackie Burkart
District Planner
Ministry of Natural Resources- Aurora District
50 Bloomington Rd
Aurora ON
L4G0L8

Re: Request for Background Information, Highway 407 Transitway East of Kennedy Road to East of Brock Road.

Attention: Ms. Burkart,

In accordance with the *MTO/DFO/MNR Protocol for Protecting Fish and Fish Habitat on Provincial Highway Undertakings* (2013), this letter is to provide notification to the Ministry of Natural Resources that the Ministry of Transportation is undertaking Environmental Assessment Planning and Preliminary Design of the Highway 407 Transitway Project located within the Regional Municipalities of York and Durham in addition to requesting background natural heritage data for this area.

The Highway 407 Transitway Project area extends from east of Kennedy Road to east of Brock Road. It includes the 18 km section of the Transitway and 8 stations. The project includes route selection within an approximately 500 m corridor north and the south of the existing Highway 407, pavement design, drainage design and/or improvements and design of approximately 17 crossing structures. Alternatives will be reviewed for environmental (and other) impacts within this 1 km corridor. A map is included with this submission to clarify the boundaries of the study area.

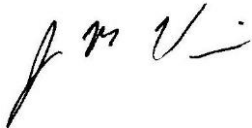
In addition to the Aurora District data request form, which is included with this request, please see the table below (and attached map) for a list of the watercourses and waterbodies within the 407 Transitway study limits and their locations. Watercourses include tributaries of the Rouge River, Petticoat Creek, and Duffins Creek. The map shows the watercourses which are numbered in sequential order from west to east.

As per Step 3 of the MTO/DFO/MNR Fisheries Protocol, we request that MNR complete the attached table that includes information on fish community and habitat.

We look forward to MNR's response to our request within **20 working days**, as specified in the Protocol.

Sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink, appearing to read 'J M Venier'.

Judson M. Venier, M.Sc.
Fisheries Biologist

Attachments: Table of Watercourses, Map of study area

cc: **Grant N. Kauffman, M.E.S, Vice President, Ontario Region**

Highway 407 East Extension Phase 2

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework	In-water timing windows for construction
Site 1: Tributary of Beaver Creek 17T 636112 m E 4857378 m N						
Site 2: Tributary of the Rouge River 17T 637044 m E 4857211 m N						
Site 3: Rouge River 17T 638828 m E 4857886 m N						
Site 4: Mount Joy Creek 17T 640634 m E 4858984 m N						
Site 5: Tributary of the Rouge River 17T 642139 m E 4858871 m N						
Site 6: Tributary of the Rouge River 17T 642502 m E 4859023 m N						
Site 7: Tributary of the Rouge River 17T 643109 m E 4859368 m N						
Site 8: Tributary of the Rouge River 17T 643840 m E 4859656 m N						
Site 9: Tributary of the Rouge River 17T 644309 m E 4859602 m N						
Site 10: Little Rouge Creek 1T 644561 m E 4859934 m N						
Site 11: Tributary of Petticoat Creek 17T 645170 m E 4860551 m N						

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 12: Tributary of Petticoat Creek 17T 645684 m E 4860570 m N						
Site 13: West Duffins Creek 17T 646303 m E 4862095 m N						
Site 14: Tributary of West Duffins Creek 17T 646510 m E 4862369 m N						
Site 15: Tributary of West Duffins Creek 17T 646868 m E 4862482 m N						
Site 16: Tributary of West Duffins Creek 17T 647389 m E 4862538 m N						
Site 17: Tributary of West Duffins Creek 17T 647258 m E 4861971 m N						
Site 18: Tributary of West Duffins Creek 17T 648085 m E 4862228 m N						
Site 19: Tributary of West Duffins Creek 17T 648388 m E 4862861 m N						
Site 20: Tributary of West Duffins Creek 17T 648818 m E 4862873 m N						
Site 21: Tributary of Ganatsekiagon Creek 17T 649334 m E 4863064 m N						
Site 22: Ganatsekiagon Creek 17T 650317 m E 4863508 m N						
Site 23: Tributary of Urfe Creek 17T 651137 m E 4863835 m N						

Waterbody Name and location (UTM)	Watercourse classification (i.e., warmwater, coldwater)	Habitat information/ locations (fish passage barriers, known spawning habitats etc.)	Historical data on fish species present, including whether the subject waterbody(s) are considered to support any vulnerable, threatened or endangered aquatic species	MNR fisheries management objectives, if applicable	MNR interpretation of fish and fish habitat sensitivity (scale of high, moderate, low or unknown as per DFO's Risk Management Framework)	In-water timing windows for construction
Site 24: Urfe Creek 17T 651702 m E 4863957 m N						
Site 25: Brougham Creek 17T 652461 m E 4864320 m N						
Site 26: Spring Creek 17T 652626 m E 4864379 m N						
Site 27: Tributary of West Duffins Creek 17T 653206 m E 4864776 m N						

NOTE:

- The applicant shall complete the waterbody name and location (column 1) and attach a Google Earth map or MTO project map identifying each waterbody and submit to MNR.
- MNR is required as per Step 3 of the Fisheries Protocol to provide the applicant with the information outlined in the table above (columns 2-7) within **20 working days**.

April 29, 2016

Ms. Jackie Burkart
District Planner, Aurora District
Ministry of Natural Resources and Forestry
50 Bloomington Road West
Aurora, ON
L4G 0L8

Dear Ms. Burkart:

**RE: 407 Transitway – Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Draft Environmental Project Report**

The Ministry of Transportation (MTO) has completed a Draft Environmental Project Report (EPR) in accordance with the Ontario Regulation 231/08, *Transit Projects and Metrolinx Undertakings* for the 407 Transitway from Kennedy Road to Brock Road. The 407 Transitway within this section includes five stations including Markham Road Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station. Three additional sites are being protected for potential future transit purposes and/or environmental compensation. The 407 Transitway is planned to be implemented as bus rapid transit (BRT), with the opportunity to convert to light rail transit (LRT) in the future.

A Notice of Commencement for the formal Transit Project Assessment process and release of the final Environmental Project Report will be published in local newspapers and a letter of notification will be sent to you in the future. All information produced as part of this project is available at www.407Transitway.com.

The purpose of this letter is to notify you of the availability of the Draft Environmental Project Report (EPR) and to request your review and comment. Kindly request that all comments on the Draft EPR be provided by **Friday, May 27, 2016**. The Draft EPR is available on the project website:

Website: www.407transitway.com/stakeholders/kennedyToBrock/EPR.html
User Name: stakeholder
Password: fw8J_3*m

Please note that we have been in contact with Adam Challice, Management Biologist, MNRF Aurora District and have obtained species at risk data.

Fish and Fish Habitat

There are a total of 31 watercourse crossings occurring within the project limits: 12 within the Rouge River watershed; one within the Petticoat Creek watershed; and, 18 within the Duffins Creek watershed. See **Section 3.1.5** of the Draft EPR for watercourse locations. This project has potential to directly affect the watercourses as “Serious Harm to Fish” could result from the addition of new watercourse crossings, potential channel realignments, clearing of vegetation within the riparian areas (including wetland species), modification to drainage due to increased impermeable surfaces in the vicinity of the creeks, and the addition of storm water management features.

One aquatic species, Redside Dace (*Clinostomus elongatus*) is designated as Endangered both provincially and federally and is regulated by the provincial *Endangered Species Act*. Several watercourses being affected by the Transitway corridor are also regulated under the *Endangered Species Act, 2007* due to the presence of occupied, contributing or recovery habitat for Redside Dace. Watercourses R1; R2; R3; and R5, which function as contributing habitat for Redside Dace will be required to follow all best management practices (BMPs) outlined in the Draft Guidance for Development Activities in Redside Dace Protected Habitat (MNR 2011). A 17(2) (c) overall benefit permit under the *Endangered Species Act* may be required from the MNRF if proposed works detrimentally affect the regulated habitat. The project team has made commitments in the draft EPR to discuss permit requirements with MNRF during the Detail Design stage of the project.

Structures at watercourse crossing are anticipated to be similar to the existing 407 ETR crossings. The development of these structures will be further determined during Detail Design.

Please note that a Fish and Fish Habitat Report (Existing Conditions and Impact Assessment), Appendix D of the Draft EPR, has been prepared as part of this study.

Vegetation and Vegetation Communities

Please note that a Terrestrial Ecosystems Report (Existing Conditions and Impact Assessment), Appendix E of the Draft EPR, has been prepared as part of this study.

There will be a loss of approximately 107.6 ha of vegetation communities which includes a loss of 86.2 ha due to the runningway, and a loss of 21.3 ha due to the stations. Collectively, this will result in impacts to both terrestrial and wetland habitats. All of the vegetation communities identified within the study area are considered to be widespread and common in Ontario and secure globally. **Table 6.1** and **Table 6.2** of the Draft EPR presents a summary of the vegetation removals within the Transitway runningway and stations.

Compensation for the removal of wetland and forest communities will be provided.

Wildlife and Wildlife Habitat

Three species at risk have been identified as potentially being present within the 407 Transitway study area. Eastern Meadowlark, Bobolink and Barn Swallow are regulated under the

Endangered Species Act as ‘Threatened’ species. Barn Swallow was confirmed to be present within the study area during field investigations. Although not encountered, Eastern Meadowlark and Bobolink have potential to be present within the study area based on field investigations that confirmed the presence of suitable habitat.

The draft EPR commits that during Detail Design, further field investigations will be undertaken during the appropriate season using Ministry of Natural Resources and Forestry protocols for surveying the absence/presence of these species. Subject to further field investigations during the next phase of the project, additional permitting requirements under the *Endangered Species Act* may apply.

During Detail Design, or once structure sizes are confirmed, openness ratio can be calculated for each of the new structures to determine whether large animals can use the structures for passage. It should be noted that structures sizes for the 407 ETR are already large enough to accommodate large wildlife species. Constructing new structures of similar size will allow for continued use of these corridors for all species of wildlife.

Designated Natural Areas

A portion of the new Cedar Grove Provincially Significant Wetland (PSW) Complex may be impacted as a result of the proposed construction of the runningway. **Figure 3.5** of the Draft EPR provides the location of the PSW and the transitway runningway. Efforts to minimize direct impacts to this PSW are being developed at this moment such as considering the feasibility for a structure spanning over the sensitive area. The results will be documented in the Final EPR.

No Area of Natural and Scientific Interest (ANSI) or Environmentally Sensitive Area (ESA) are anticipated to be affected by the 407 Transitway.

If you would like further information regarding this project, please feel free to contact the undersigned at 905-833-1244 or via e-mail at gkauffman@lgl.com

Yours sincerely,

LGL Limited
environmental research associates



Grant Kauffman
Senior Environmental Planner

- c. Graham DeRose, MTO Project Manager
- Larry Sarris, MTO Environmental Planner
- Adam Challice, MNRF Management Biologist
- Khaled El-Dalati, Consultant Project Manager, Parsons

May 27th, 2016

Sowel Kang
Senior Environmental Planner
LGL Limited
22 Fisher Street
P.O. Box 280 King City, Ontario
L7B 1A6
Tel: (905) 833-1244
skang@lgl.com

**Re: MNRF Review of Draft 407 Transitway – Kennedy Road to Brock Road
Environmental Project Report**

Dear Sowel,

The Ministry of Natural Resources and Forestry (MNRF) has reviewed the information provided in the Draft 407 Transitway – Kennedy Road to Brock Road Environmental Project Report. The following comments are provided.

Impacts to Regulated Redside Dace Habitat

As indicated in the notification of Draft EPR letter dated April 29th, 2016, the preferred alternative route will intersect several regulated watercourses for Redside dace habitat. Through the conceptual design and detail design process, activities that are proposed to occur within the regulated habitat of Redside Dace will be subject to review under the ESA. This will include activities such as infrastructure installation, road and bridge construction, groundwater dewatering, the construction and operation of stormwater management facilities, and activities such as the establishment and maintenance of sediment and erosion control measures within or adjacent to watercourses regulated as habitat of Redside Dace.

The document entitled Guidance for Development Activities in Redside Dace Protected Habitat <<https://www.ontario.ca/page/guidance-development-activities-redside-dace-protected-habitat>> (March 15, 2016) provides specific direction on avoiding and minimizing impacts to Redside Dace. Implementation of much of the direction outlined in this document will likely be required throughout the 407 Transitway, where relevant, as per conditions on ESA permits or other authorizations. Of note will be specific requirements for transitway crossings of Redside Dace regulated habitat and stormwater management facilities discharging into Redside Dace regulated habitat. MNRF will have specific requirements, of which the stormwater requirements are critical given the potential impact that stormwater can have on Redside Dace and its habitat. Furthermore, transitway crossings will have to demonstrate that all technically feasible efforts to minimize impacts to Redside Dace and its habitat are applied to crossing design and construction implementation.

As it relates to stormwater management facilities, water quantity control (erosion thresholds) and water quality control (including thermal considerations of discharge water) will be subject to MNRF review and approval. MNRF guidance documents including Guidance for Development

Activities in Redside Dace Protected Habitat and the SWM Pond Thermal Mitigation for Redside Dace Version 1.1 (2014, attached) should be referenced within table 5-9 of the Draft EPR and adhered to during detailed design. An average 3 meter permanent pool depth will be required for each facility to ensure that temperature of discharge water does not exceed 24 degrees celcius. Through the detail design process, other designs may be considered by MNRF where achieving a 3 meter depth is not technically feasible. Where MNRF guidance for stormwater management facilitates is implemented, an authorization (i.e. permit) under the ESA may not be required provided there is no anticipated impact to Redside Dace.

Brock Road SW Alternative

The preferred alignment for this portion of the transitway is the SW alternative. This influences future alignment of the transitway between the carpool and highway 7. MNRF notes that an existing old ROW for sideline 16 includes a dysfunctional culvert and associated hydrology at this crossing in the main branch of Brougham creek, immediately downstream of the realigned Brock Road Crossing and the proposed Transitway crossing. As it currently stands, this would result in three crossings of Brougham Creek within 120 metres of stream. Recognizing the cumulative impacts of these three crossings, the inevitable failure of the sideline 16 culvert, and the potential for compensation through DFO authorizations associated with this project, it is MNRFs recommendation that either the transitway alignment be adjusted to utilize the existing sideline 16 ROW and crossing, or that the existing sideline 16 culvert be removed to minimize impacts to the hydrology and associated fish habitat in this sensitive section of Brougham Creek. This would require consultation with DFO, First Nations and TRCA which MNRF would support with input and information. Please consider the cumulative effects of the proposed preferred alternative alignment for this portion of the project. MNRF welcomes the opportunity to continue discussions in this matter with MTO, DFO, TRCA, and First Nations.

MNRF also notes that a significant amount of fish habitat works are currently being done in the tributary of Brougham Creek, also known as site 7 within the 407 EA including a stream realignment with associated coldwater fish habitat features under a DFO fisheries authorization. Future works around this realignment will require increased protection and care during construction to avoid impacts to these fish habitat features.

Hydrogeology

Section 3.1.1. states that there are no significant groundwater discharge areas expected within the study area. MNRF notes that there is a high likelihood that groundwater discharge areas exist in the study area due to presence of brook trout. Specifically, in the eastern portion of the study limits which are headwater areas, there are known populations of brook trout which require these groundwater upwellings for spawning. Unforeseen challenges with groundwater during construction of the Brock Rd. interchange have been well documented. As recommended within Appendix M: Groundwater Report, actual site conditions will require site specific investigations. MNRF recommends that these field investigations help to influence final design rather than occur following final design as is currently recommended within the groundwater report.

Bobolink, Meadowlark and Barn Swallow

As noted on page 6-10 of the draft EPR, further field investigations are required to confirm species presence for bobolink, meadowlark and barn swallow during the appropriate times. Subsequently, an authorization under the ESA (2007) may be required.

Specifically, MNRF notes that table on page 4-13 for the Whites Road SW Alternative states that effects on Bobolink and Meadowlark at this site can be avoided if the species is present, based upon the current proposal for the station. For clarification, if the species is present, avoidance of their habitat is not feasible based on the current proposal. Subsequently, an authorization under the ESA (2007) may be required.

Butternut

Section 3.1.6 and figure 2c of Appendix E of the Draft EPR notes that 14 butternut were found south of the transitway. Please provide the UTM coordinates for the location of those trees for our long-term species at risk datasets. It is also unclear within the terrestrial report where the field investigations occurred throughout the study area. Please include a map of the field investigation areas during 2015.

If you have any questions, please contact me at 905-713-7341 or at adam.challice@ontario.ca.

Sincerely,



Adam Challice, Management Biologist
Aurora District, Ontario Ministry of Natural Resources and Forestry

CC: ESA Inbox, Aurora District MNRF
Elizabeth Stanley, Aurora District MNRF
Warren May, Aurora District MNRF
Gary Cooper, Department of Fisheries and Oceans
Gretel Green, Toronto Regional Conservation Authority

Untreated runoff of urban landscapes may impact Redside Dace habitat by altering hydrologic regimes, increasing water temperatures, and conveyance of chemicals and pollutants to watercourses. Stormwater management ponds should target outflows consistent with Redside Dace habitat requirements, including water temperatures less than 24°C, dissolved oxygen levels above 7 mg/L and having total suspended sediment levels less than 25mg/L above background conditions.

Discharge from storm ponds represents a significant threat to Redside Dace in the summer due to elevated water temperatures commonly exceeding 27°C. These ponds typically draw from the surface. Prolonged and even short periods of stream temperature increases above the species threshold of 24 °C can render habitat unsuitable for Redside Dace. Loss of suitable habitat has been identified as the key factor contributing to the decline of Redside Dace in Ontario, and as such one of the recovery goals for Redside Dace is to restore degraded populations and habitats.

Current research on the thermal stratification of Ontario storm water ponds highlights:

- “Thermal stratification appears to be a significant feature of urban ponds, which, as in other smaller freshwater systems, likely results from low energy input from wind and high amount of radiative heating” (McEnroe et al, 2012).
- “Vertical temperature differences of more than 3-4°C (2.87°C /m on average) were consistently found between top and bottom waters” (Song et al, 2013).
- Stratification in storm water management ponds is strongly correlated with pond depth - two ponds were relatively deeper and exhibited the strongest stratification among ponds in the study (Song et al, 2013).

Additional recent research has indicated that temperature at the bottom of the water columns (in storm water management ponds) were cooler than water leaving the current (top-draw) outlet structures, providing support for the installation of modified outlet structures in regions with cold water fisheries (Jones and Hunt, 2010).

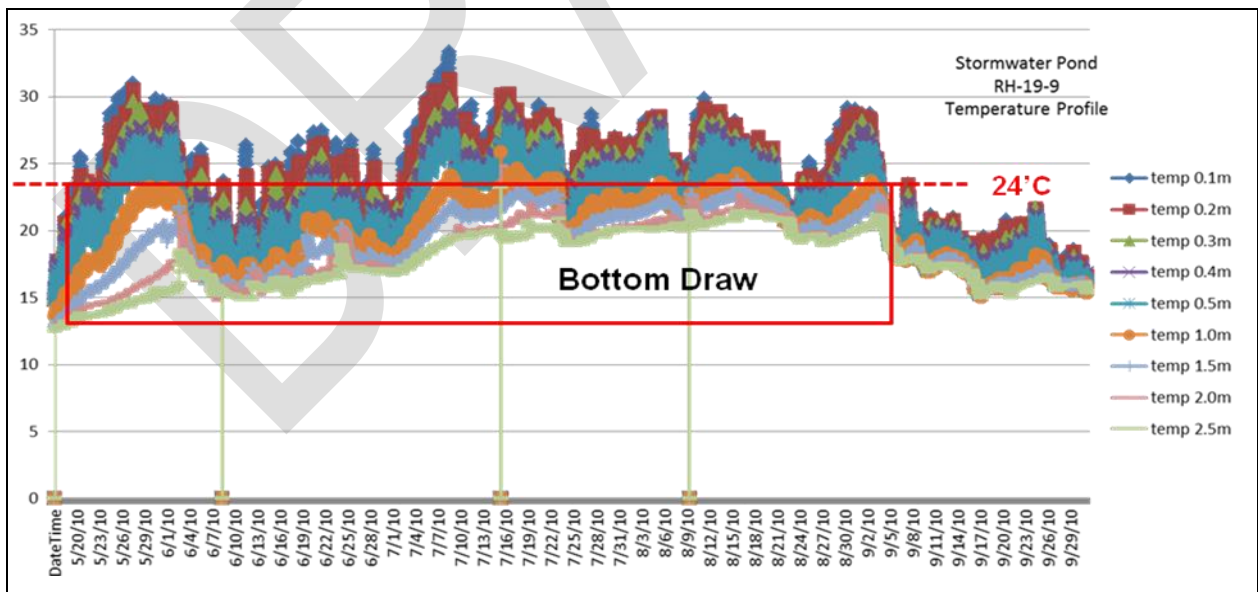


Figure 1: Thermal stratification of a 2.5m deep storm water management pond

Accordingly, the following checklist, as derived from Table 4.6 of the Stormwater Management Planning and Design Manual (MOE, 2003), is to be incorporated into the design, modification or reconstruction of storm water management ponds discharging into Redside Dace regulated habitat:

1. Average permanent pool depth, of the open water component of the SWM facility, *excluding the forebay area and other shallow water features*, is to be minimum 3.0m.
2. Bottom draw outlet is to be located a minimum of 2.5m below the permanent pool elevation.
3. The perimeter of the pond at the permanent pool elevation is to include a minimum 3 m wide flat shelf, 0.3m deep, as a wetland planting area. The shelf will include 30cm of topsoil and planted with native emergent species (cattail and bulrushes) suited for fluctuating water levels.
4. Side slopes below the normal water level of the permanent pool are 4:1
5. The volume of water in the permanent pool between 1.5m to 3.0m depth is at least equivalent to the volume of runoff generated by a 10mm storm event within the catchment of the pond. The calculated volume below 1.5m depth is to be discharged over a minimum 24 hour period. (apply Equation 4.10: Drawdown Time and Equation 4.11 found on page 4-58 of the Stormwater Management Planning and Design Manual (MOE, 2003))

As a component of approvals issued by MNR under the Endangered Species Act, a water quality and flow monitoring program will be required for a minimum of three years during the period of June 1 to Sept 30 each year:

1. Temperature data loggers to be deployed seasonally each year at pond's inlet, maximum depth, mid depth, surface, and at discharge point of bottom draw
2. Temperature and flow loggers to be time synchronized and recording frequency set 15 minute intervals
3. Flow logger to be deployed, downstream of the flow control orifice, in the outlet control structure to record flow changes following precipitation events
4. One oxygen/temperature profile to be completed in mid August of year 2
5. Annual summary report and electronic data to be provided to MNR by Dec 31

December 5th, 2016

Adam Challice
Management Biologist, Ontario Ministry of Natural Resources and Forestry
50 Bloomington Road
Aurora, ON L4G 0L8

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

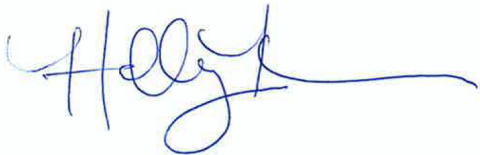
Dear Adam,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Ontario Ministry of Natural Resources and Forestry comments which were received on May 27th, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



See Chapter 8 Table 8.2
for detail comments
and responses

Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

**Ministry of
the Environment**

Environmental Approvals
Access and Service
Integration Branch

2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Tel.: 416 314-8001
Fax: 416 314-8452

**Ministère de
l'Environnement**

Direction de l'accès aux
autorisations environnementales
et de l'intégration des services

2, avenue St. Clair Ouest
Étage 12A
Toronto ON M4V 1L5
Tél : 416 314-8001
Télééc. : 416 314-8452



Sept 12, 2014

MEMORANDUM

TO: Solange Desautels, Special Projects Officer
Environmental Assessment Services

FROM: Michelle Schlag, Aboriginal Consultation Advisor
Environmental Approvals Access and Service Integration Branch

RE: Request for Aboriginal Consultation Advice – Highway 407 Transitway from east of
Kennedy Road to east of Brock Road.

PROJECT NAME:

Highway 407 Transitway from east of Kennedy Road to east of Brock Road

PROPONENT:

Parsons/ LGL on behalf of the Ministry of Transportation

LOCATION:

18km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway).

PROJECT STATUS:

Class Environmental Assessment

ISSUE:

Request for assistance in identifying Aboriginal communities to be consulted.

RECOMMENDATIONS:

Please find below a list of Aboriginal communities who have or may have Aboriginal and/or treaty rights that may be impacted by the project. It is recommended that the Aboriginal communities identified below are included in consultation efforts as part of the Class EA process:

Alderville First Nation
PO Box 46

Roseneath ON K0K 2X0

Curve Lake First Nation
22 Winookeeda Road
General Delivery
Curve Lake ON K0L 1R0

Hiawatha First Nation
RR 2
Keene ON K0L 2G0

Mississauga's of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Kawartha Nishnawbe
RR4
General Delivery
Burleigh Falls ON K0L 2H0

Conseil de la Nation Huronne-Wendat
255, Place Chef Michel Laveau
Wendake Québec G0A 4V0

MTO may also want to consider engaging the following communities who may otherwise be interested in any negative environmental effects of the project:

Beausoleil First Nation
General Delivery
Cedar Point ON L0K 1C0

Chippewas of Georgina Island
RR 2
PO Box 12
Sutton West ON L0E 1R0

Manjkaning First Nation (Chippewas of Rama)
200 - 5884 Rama Road
Rama ON L3V 6H6

NOTES:

- 1) It is standard practice to copy correspondence to Williams Treaty First Nations (for this project: Alderville, Curve Lake, Hiawatha, Mississaugas of Scugog Island, Beausoleil, Chippewas if Georgina Island) to:

Karry Sandy-McKenzie
Williams Treaty First Nation Claims Coordinator
8 Creswick Court
Barrie On L4M 2J7

- 2) See the Aboriginal Community Identification Template (ACIT) for detailed analysis. The ACIT is an internal OPS document and should be shared with MTO to understand the analysis undertaken.



407 Transitway
ACIT.docx

- 3) The above advice is subject to change as new information becomes available.

Michelle Schlag
Aboriginal Consultation Advisor
Environmental Approvals Access and Service Integration Branch
Ministry of the Environment and Climate Change

MS/

Elizabeth Paudel

From: Gentile, Andrew (MOECC) <Andrew.Gentile@ontario.ca>
Sent: Wednesday, April 15, 2015 9:20 AM
To: Sowel Kang
Subject: RE: 407 Transitway from east of Kennedy Road to east of Brock Road

Thank you Sowel!

Andrew Gentile | Special Project Officer | Environmental Assessment Services | Ontario Ministry of the Environment and Climate Change
2 St. Clair Ave. W. Floor 12A, Toronto ON M4V 1L5 | T: 416.314.8221 F: 416.314.8452 E: andrew.gentile@ontario.ca

From: Sowel Kang [<mailto:skang@lgl.com>]
Sent: April-15-15 9:17 AM
To: Gentile, Andrew (MOECC)
Cc: 'Grant Kauffman'; 'Gus Garron'; Amy Munn
Subject: RE: 407 Transitway from east of Kennedy Road to east of Brock Road

Hello Andrew,

We are planning to publish the Notice of Commencement in the Fall of 2015.

We are aiming to prepare the first draft of the EPR prior to the publication of the Notice of Commencement (1 or 1.5 months before the Notice).

We anticipate to have the final EPR ready by Spring 2016.

This is all tentative.

Thanks,
Sowel

Sowel Kang, M.E.S.
Environmental Planner, LGL Limited
22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

From: Gentile, Andrew (MOECC) [<mailto:Andrew.Gentile@ontario.ca>]
Sent: Tuesday, April 14, 2015 3:51 PM
To: gkauffman@lgl.com
Subject: 407 Transitway from east of Kennedy Road to east of Brock Road

Hi Grant,

We received your notice about the first PIC, and just wanted to get an idea of when we might expect to receive the EPR. Just a ballpark month would be great.

Thanks, Andrew.

Andrew Gentile | Special Project Officer | Environmental Assessment Services | Ontario Ministry of the Environment and Climate Change
2 St. Clair Ave. W. Floor 12A, Toronto ON M4V 1L5 | T: 416.314.8221 F: 416.314.8452 E: andrew.gentile@ontario.ca

407 TRANSITWAY

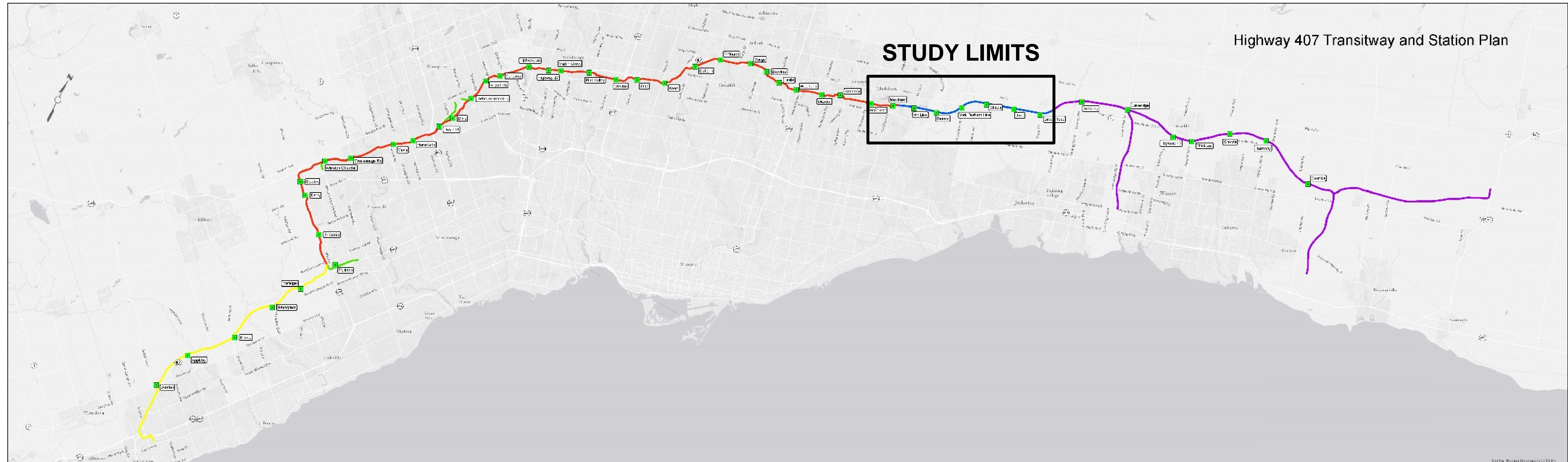
KENNEDY ROAD TO BROCK ROAD
MOECC PRESENTATION



PROJECT WEBSITE: 407Transitway.com



- General Description of the 407 Transitway
- 407 Transitway Objectives
- 407 Transitway Kennedy Road to Brock Road
- Transit Project Assessment Process
- Consultation To Date and TPAP Process
- Ridership Forecast
- Environmental Existing Conditions
- Identification and Evaluation of Alternatives
- Preferred Alternative
- Major Environmental Findings
- Environmental Assessment Approach & Methodology
- Schedule



- Exclusive fully grade separated rapid transit (BRT or LRT) parallel to HWY 407
- Burlington to Oshawa – 150 km, up to 50 surface stations
- Current Project – Kennedy Road to Brock Road – 19 km, 5 stations

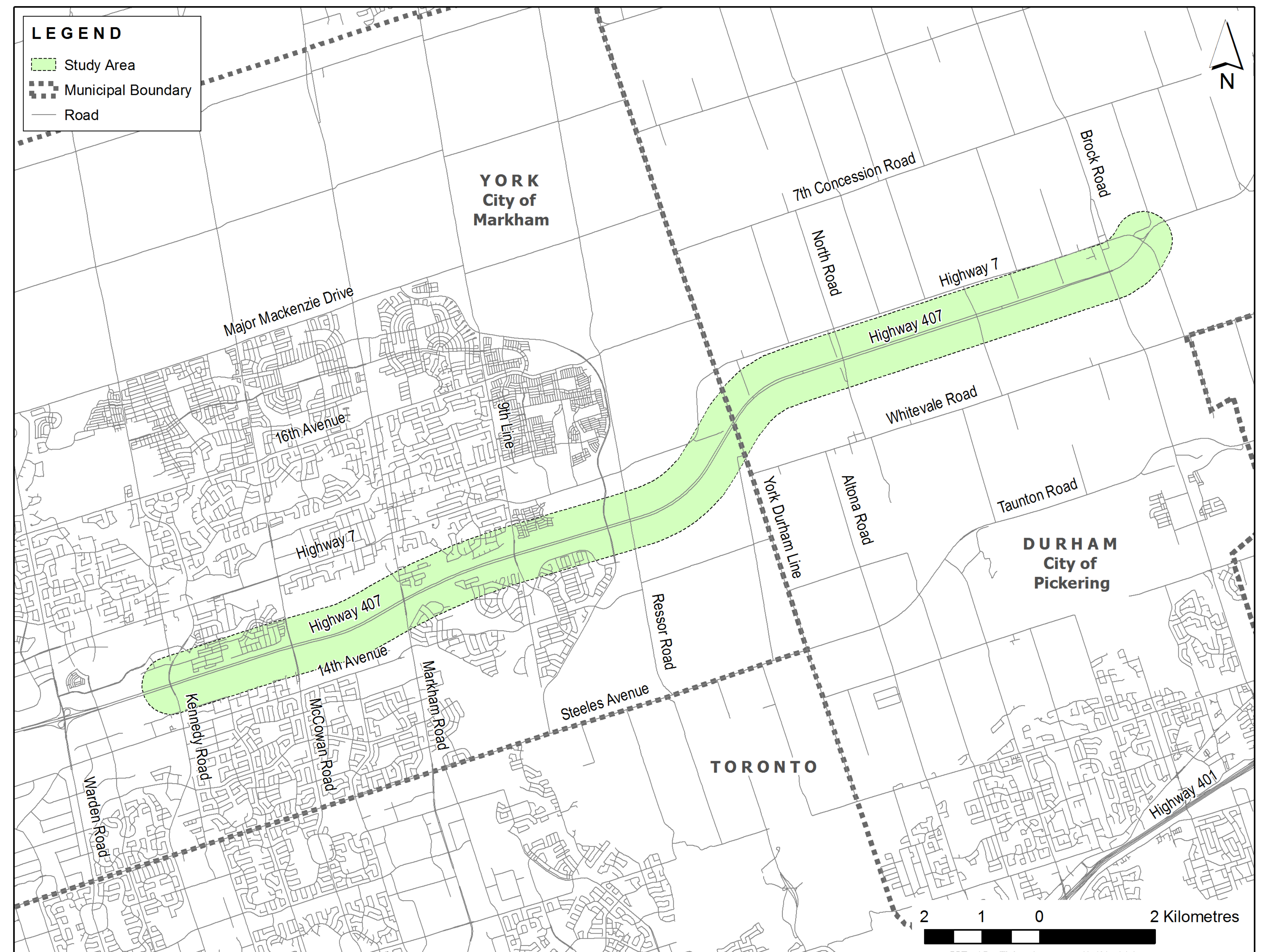
- Enhance east-west cross-regional mobility (fast, safe, cost effective transportation mode along the GTA north corridor)
- Provide stations at key locations that will offer transit transfer, park and ride, PPUDO and opportunities along the 407 Corridor
- Reduce automobile dependence and GHG emissions



407 Transitway East of Kennedy Road to East of Brock Road



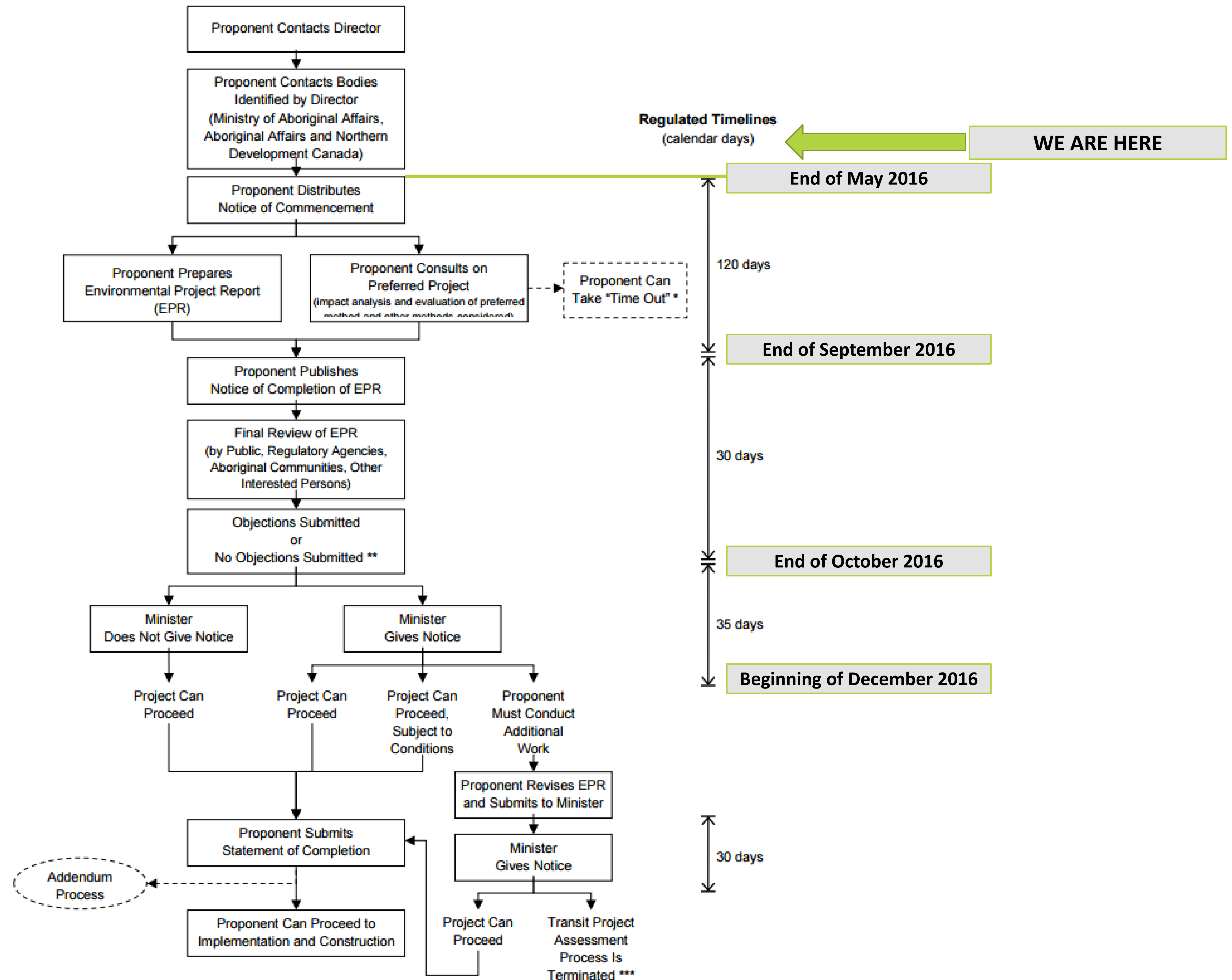
- 19 Kilometers
- 5 Stations
- Approved EA for the runningway already in place between Markham Road and Brock Road (*Highway 407 / Transitway Markham Road Easterly to Highway 7 East of Brock Road EAR 1997*)
- Study re-examines runningway alignment and the station locations based on 407 Transitway Design Guidelines and ridership forecasts



Transit Project Assessment Process (TPAP)



TPAP – Fast Track Environmental Assessment for Provincial Transit Projects



■ Agencies

- Initial contact letters sent to agencies and Aboriginal communities
- Meetings with Agencies to introduce the project and contact requesting for background information
- Presentation of Existing Conditions and Planning Alternatives to Technical Resource Group (TRG)
- Meetings with Municipalities and Parks Canada during preparation of Draft EPR

■ Aboriginal Communities

- 15 Aboriginal Communities were contacted as per MOECC director contact and MTO ACIS search.
 - Alderville First Nation: No concerns; wants to be kept informed.
 - Curve Lake First Nation: Study area is within the Williams Treaties Territory and subject of a claim under Canada's Specific Claims Policy.
 - Huron-Wendat Nation: Potential for archaeological sites within the study area.

■ Public Information Centre #1 held in April 2015

- Held in Markham and Pickering.
- Ninth Line Residents: Traffic related concerns. Traffic impact analysis done.
- Reesor Road Heritage Home Resident: Concerns of impact.

- Technical Resource Group (TRG)
 - Presentation of Draft EPR and distribution to TRG members for review and comments mid April 2016
 - Submit Draft EPR to MOECC mid April, 2016.
 - Receive comments from TRG and MOECC on Draft EPR mid May 2016
- Notice of Commencement of Transit Project Assessment Process - end of May 2016
- Hold Public Information Centre #2 mid June 2016
- Notice of Completion of Environmental Project Report in September 2016

Ridership Forecasts (excluding Kennedy Station)

- **2031 AM Peak Period Riders (3 hours)**

Total Station Boardings 3,760

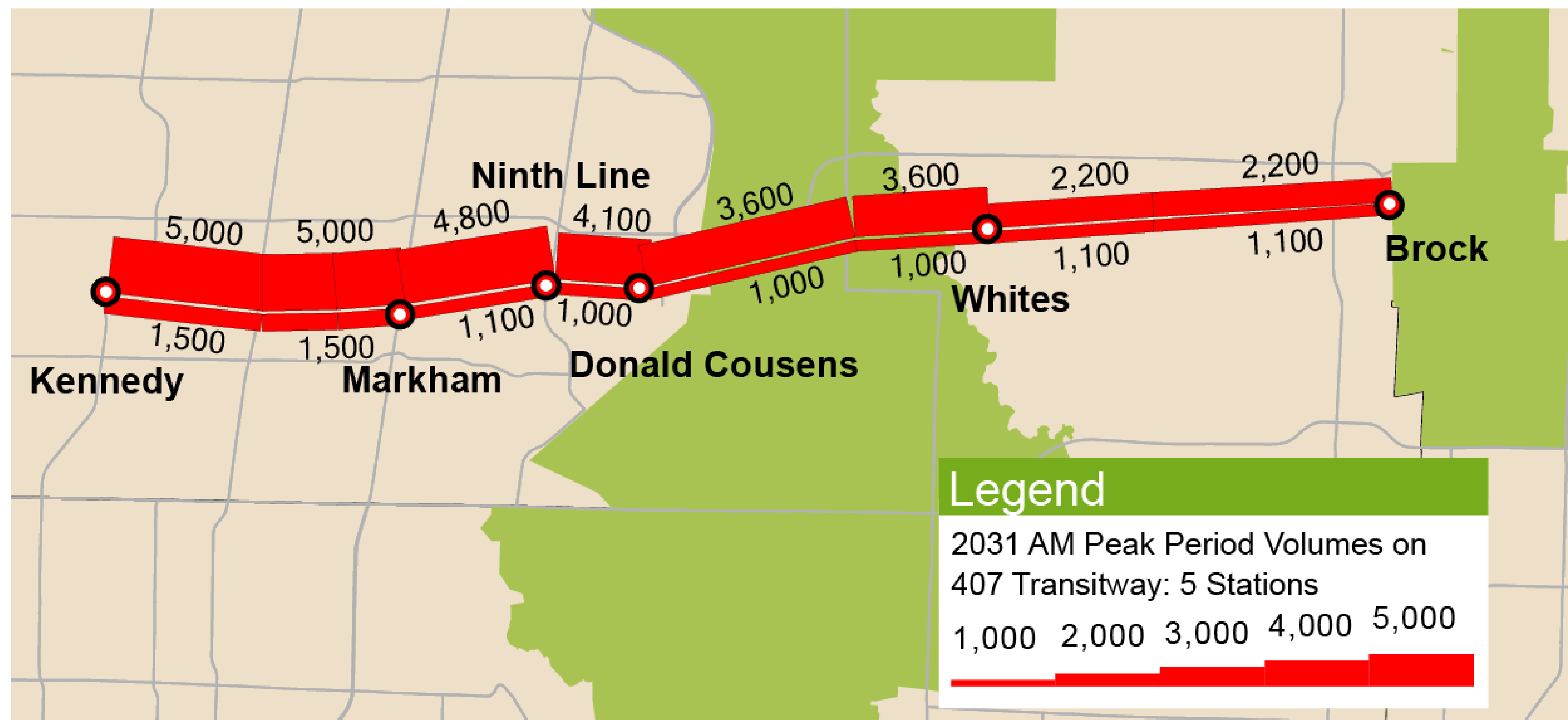
- **2031 AM Peak Period Ridership at Peak Load Point (3 hours)**

Westbound, East of Kennedy Station 5,000

Westbound, East of Yonge Station (Central Section) 14,500

- Higher reliance on park and ride than the Central Section

- Riders are flexible as long as speeds are competitive.



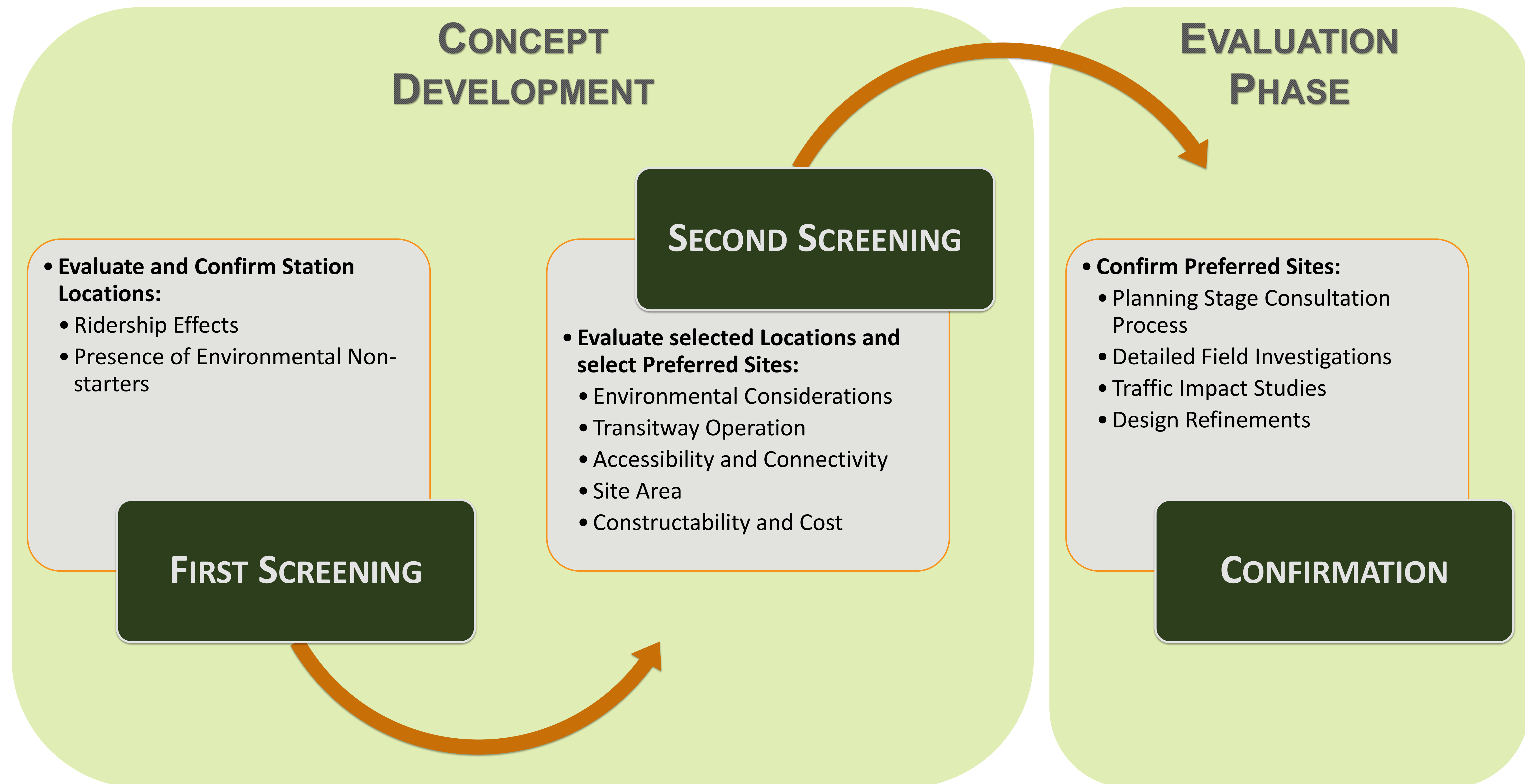
Existing Conditions within the Study Area Based on Available Information

- 3 watersheds – Rouge River, Petticoat Creek and Duffins Creek, 27 watercourse crossings
- Endangered or Threatened Species – potential for Redside Dace, Bobolink, Eastern Meadowlark, Chimney Swift, Barn Swallow, Butternut
- No presence of *Area of Natural and Scientific Interest (ANSI)* or *Environmental Significant/Sensitive Area (ESA)*
- Rouge Urban National Park, Greenbelt Plan, close to Provincially Significant Wetlands, Seaton Development Lands

Environmental Technical Studies on the Preferred Transitway Configuration including field investigations conducted in 2015:

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology





Station Alternatives – First Screening Assessment of Potential Station Nodes



Potential station nodes	McCowan Road	Markham Road	Ninth Line	Donald Cousens Parkway	York Durham Line	Whites Road	Rosland Road	Brock Road
Physical and operational considerations:								
Presence of Environmental Features of Provincial Significance	None	None	None	Sensitive	Sensitive	None	Sensitive	Fair
Ridership Effects:								
Estimated (2031) AM Peak Boardings	630	680	600	440	30	560	150	710
Transit Integration	Good	Good	Fair	Good	Poor	Fair	Poor	Fair
Transfers with Municipal Services and Inter-lining opportunity	Poor	Good	Good	Good	Poor	Good	Poor	Good
Distance to Adjacent Station	2.0 km	2.1 km	1.6 km	3.0 km	2.2 km	2.4 km	2.5 km	
Selection of Station Nodes	Selected	Selected	Selected	Selected	No Station (Site Protected)	Selected	Selected	Selected

ENVIRONMENT



NATURAL

- TERRESTRIAL & AQUATIC ECOSYSTEMS
- BOTANY
- HYDROLOGY, GEOLOGY AND HYDROGEOLOGY
- SPECIES/HABITAT AT RISK



SOCIAL

- PROPERTY
- NOISE AND AIR QUALITY IMPACTS
- CONSTRUCTION STAGING IMPACTS
- LAND USE COMPATIBILITY WITH PROVINCIAL AND MUNICIPAL PLANS AND POLICIES



CULTURAL

- ARCHAEOLOGICAL POTENTIAL EFFECTS
- IMPACTS TO BUILT HERITAGE FEATURES AND CULTURALLY SIGNIFICANT LANDSCAPES

SERVICE QUALITY AND INFRASTRUCTURE



TRANSITWAY OPERATION

- TRANSITWAY ALIGNMENT
- EASE OF STAGED IMPLEMENTATION



ACCESSIBILITY & CONNECTIVITY

- VEHICLE CONNECTIVITY
- PEDESTRIAN & CYCLING CONNECTIVITY
- TRANSIT CONNECTIVITY
- ACCESS TO STATION MEETS DESIGN STANDARDS



SITE AREA

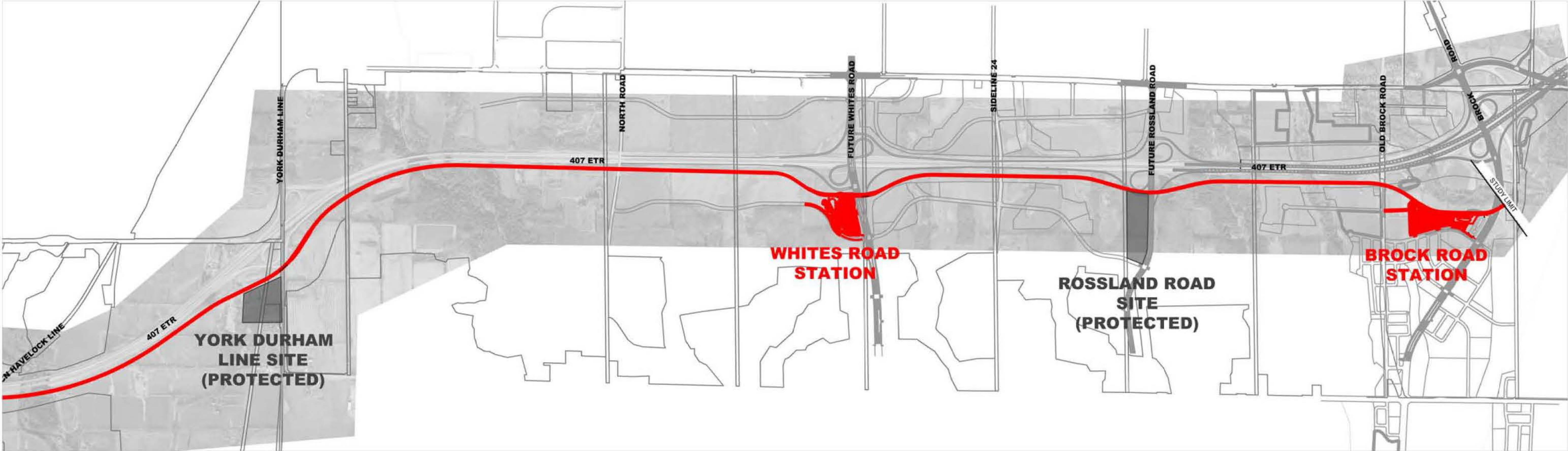
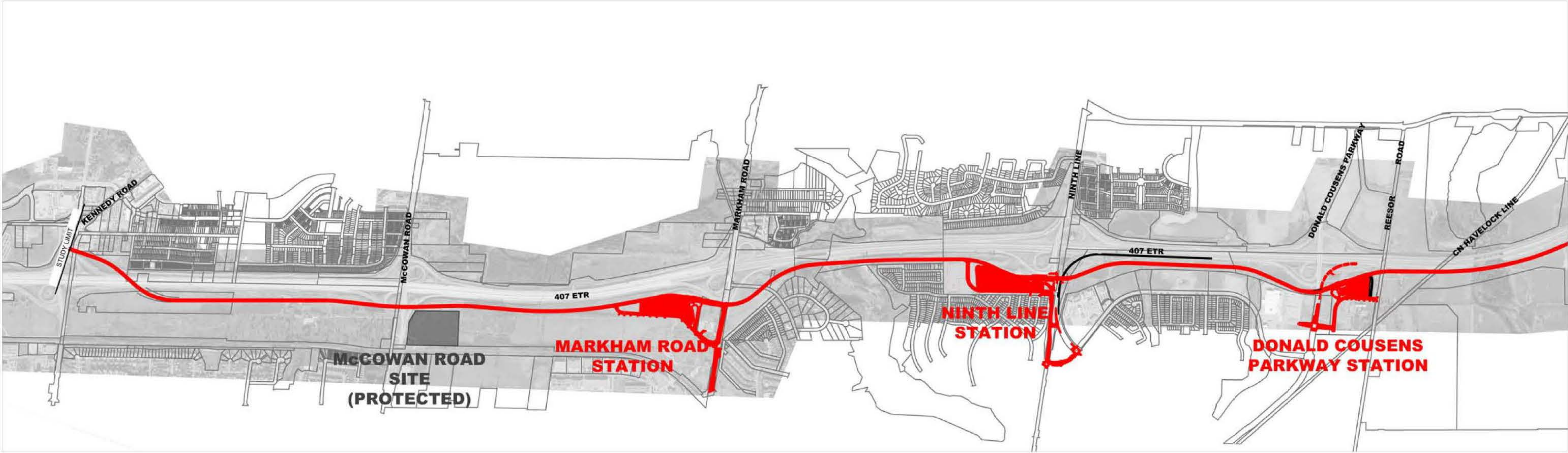
- SIZE AND SHAPE
- ABILITY TO OPTIMIZE FACILITY LAYOUT AND FUNCTIONALITY
- AREA FOR SURFACE EXPANSION



CONSTRUCTABILITY AND COST

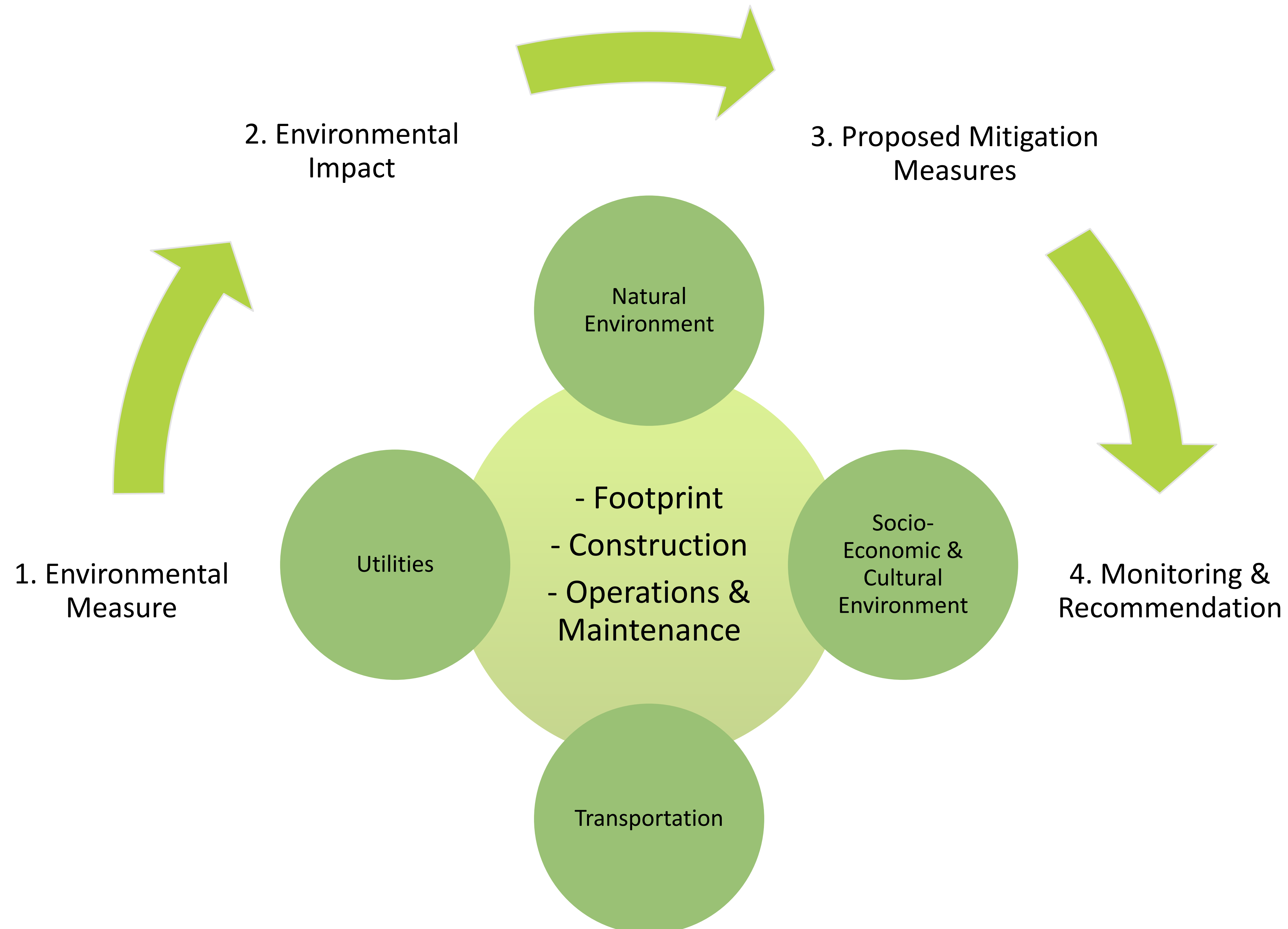
- DISRUPTION TO TRAFFIC
- MAJOR UTILITY RELOCATION

Preferred Alternative



- **Markham Road Station**
 - Wetland southwest quadrant of Markham Road and Highway 407 interchange – Avoided.
 - Potential for a Huron-Wendat ossuary to exist – A licensed archaeologist will monitor during construction.
- **Donald Cousens Station - Cultural Heritage Features**
 - Two properties on Reesor Road are designated under the *Ontario Heritage Act*, Part IV and one property is listed by the City of Markham as cultural heritage resource. – Avoided by preferred alternative.
 - Heritage Impact Assessment was completed for the two properties designated under the *Ontario Heritage Act*.
- **Ninth Line Station**
 - Traffic concerns of residents of subdivision adjacent to Station. Traffic management measures are being proposed to mitigate station traffic. Station at site protected by IO for Transitway station.

- Brock Road Station - Wildlife Habitat and Archaeological Site
 - Deer wintering site, archaeological site and Redside Dace habitat found east of Sideline 16
 - Current location of Brock Road Station was selected to avoid impacts to the above and better integration with the new MTO Brock Road Commuter Carpool Lot
- *Endangered Species Act*
 - Design of proposed structures mirror existing structures of 407ETR to minimize impacts to Redside Dace habitat
- Archaeological Assessment
 - Stage 2 Archaeological Assessment is recommended for approximately 54.5 ha of land within the study area. During Detail Design, the area will be further refined and Stage 2 archaeological assessment will be conducted.
 - Two archaeological sites require Stage 3 Archaeological Assessments and two archaeological sites require Stage 4 Archaeological Assessments – to be conducted in Detailed Design phase.
 - A licensed archaeologist will be present to monitor the removal of topsoil for all areas within 1 km of previously identified Iroquoian village sites and 300 m of water.



Milestone	Date
Study Initiation	May, 2014
Development of Planning Alternatives	December, 2014
TRG 1 – Project Introduction; Initial Findings	January, 2015
PIC 1 – Project Introduction; Initial Findings	April, 2015
Detailed Field Investigations	Summer and Fall, 2015
Confirmation of Technically Preferred Alternative	December, 2015
Draft EPR	March, 2016
TRG 2 – Presentation and Conclusions of Draft EPR	April, 2016
TPAP Notice of Commencement	May, 2016
PIC 2 - Findings and Conclusions of TPAP	June, 2016
Final EPR; TPAP Notice of Completion	September, 2016
TPAP Statement of Completion	November, 2016

?

PARSONS

HIGHWAY 407 TRANSITWAY – PLANNING & PRELIMINARY DESIGN
FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 13-20003, C.A. #2013-E-0027

MINUTES OF TRG MEETING #1

HELD ON: April 6, 2016 at 10:00 a.m.

HELD AT: 7th Floor Boardroom at 135 St. Clair Avenue West

PRESENT: Gavin Battarino **of: MOECC**
Emilee O’Leary
Amanda Graham
Header Mezra

Graham DeRose **of: MTO**
Larry Sarris

Gus Garron **of: Parsons**
Amy Munn
Robb Minnes

PURPOSE: To introduce the 407 Transitway Kennedy to Brock Project to MOECC and obtain initial feedback on the project and procedures.

No.	Item	Action
1.	407 Transitway Project Introduction <ul style="list-style-type: none">Introduction of the 407 Transitway Project was provided.Presentation was given summarizing the EPR contents of the 407 Transitway Kennedy Road to Brock Road Section.	
2.	EPR Report Recommendations <ul style="list-style-type: none">Green House Gases: Quantify overall reduction of GHGs as this will be an expected question from the minister. What is net effect impact of project? (People in cars vs. bus emissions). This is especially relevant for the Air Report.Ridership: Identify that ridership forecast is based on current available information and accepted projections. Suggested to note that this will change in the future as more accurate information becomes available. Flag that the study was developed based on the latest approved horizon (2031); however all relevant findings and conclusions will be confirmed prior to Detail DesignGroundwater: Well head and source head information is very important and needs to be discussed in the Report. It is considered a matter of provincial significance.Identify the protected sites and the rationale for protecting themIdentify permits & approvals for project with respect to environmental issues if they can't be avoided	

No.	Item	Action
	<ul style="list-style-type: none"> • Examine decommissioning. MOECC suggests that a blanket statement should be sufficient but should address life cycle, close down of the facility and that the environment will be returned to its original state. • To avoid addendums, we should be as flexible as possible in our wording. eg: potential future station extensions; minor footprint variations, etc. • Contact /respond to Huron-Wendat Nation indicating that much effort was put in the design to avoid archaeological impacts; however Stages 2, 3 &4 will be carried out as necessary in future design phases, prior to construction; and indicate to Huron as well as state in the EPR that there is a "Plan B' design wise in case "surprises" are found through stages 2, 3 &4. • Climate Change: Design guidelines and criteria are in the process of changes (eg: hydraulic analysis based on 400 year storm occurrence), responding to Climate Change concerns. EPR should include language indicating that prior to DD, if any design criteria has changed due to Climate Change, the effects of them will be re-assessed This should be include in Mitigation Tables. Discussion for mitigation and identification of areas where flexibility can be built into design to accommodate for climate change. • Engage applicable agencies (OPP; Fire Marshall) in regards to emergency accesses during construction and operation, or at least refer "something" in the EPR 	
<p>3.</p>	<p>Procedure and Communication Suggestions</p> <ul style="list-style-type: none"> • Aboriginal communities need to be contacted if there is a potential impact. Ensure that all correspondence is well documented (send through Purolator or similar trackable mail system). Insist if no responses have been received. • For all stakeholders provide direction to relevant sections to facilitate review in a timely manner. 	
<p>4.</p>	<p>MOECC EPR Review Procedure</p> <ul style="list-style-type: none"> • MOECC requires a 3 week notice to contact specialists and determine availability and reviewers; and 5 weeks to review EPR • MOECC to provide a list of reviewers and requirements to project team for distribution of the EPR • Final EPR should include comment/response tables for the 2 review periods <ul style="list-style-type: none"> ○ 120 days after Notice of Commencement ○ 30 days after Notice of Completion • All communication is to be initially sent through GB and then where applicable, correspondence may occur directly with the specialists. 	

If there are any errors or omissions, please contact the undersigned.

Amy Munn

Minutes prepared by:
 PARSONS

**Ministry of the Environment and
Climate Change**

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6345

**Ministère de l'Environnement et de l'Action
en matière de changement climatique**

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Télééc. : (416) 325-6347



May 27, 2016

To: Gavin Battarino, Project Officer

From: Amanda Graham, Air Quality Analyst
Emilee O'Leary, Environmental Planner and EA Coordinator

Subject: **Technical Support Comments (TSS)**
407 Transitway – Kennedy Road to Brock Road
Ministry of Transportation
Environmental Assessment
Appendix J: Draft Air Quality Report

The following memorandum summarizes the Ministry of the Environment and Climate Change (MOECC) TSS's air quality comments regarding the Air Quality Report in Appendix J for the Highway 407 Transitway from East of Kennedy Road to East of Brock Road Environmental Assessment.

The Project terms of reference provided by the proponent, the Ontario Ministry of Transportation (MTO), to ARCADIS instructed that a burden analysis based on VKTs be conducted. If this analysis yielded an increase in net emissions that was greater than 10% between the current scenario and future build and no-build scenarios, then a full air quality impact assessment (AQIA) would be required. The burden analysis approach, while useful for specific, high level comparisons at the selection of the preferred alternative stage of an EA, or to assess greenhouse gas impacts of a project, is not considered an appropriate means of assessing the local and regional air quality impacts of a transportation project's preferred route.

It is unclear why this approach was taken as opposed to conducting a full AQIA for all contaminants of concern. A full AQIA is typically completed when assessing local and regional air quality impacts for transportation environmental assessments (EA), has been done in previously completed EAs for other segments of the 407 Transitway, and is outlined in the MTO Protocol. Furthermore, no scientific rationale was given for the 10% value as a cut-off point for the burden analysis.

The following comments are provided below regarding the lack of AQIA and the content of the burden analysis.

1. The Air Quality Report does not provide an explanation for how it was determined that this project did not require an AQIA, nor does it address local air quality impacts on the environment and nearby sensitive receptors. The MOECC does not consider assessing the project's emissions in isolation of the study area's background concentrations sufficient for protecting local and regional air quality. The MOECC requests that a full AQIA assessment be completed for all contaminants of concern that assesses a reasonable worst-case scenario.

The methodology used for the worst-case assessment, however, does not necessarily have to follow what is outlined in the MTO's "Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects" (2012) document, as long as the maximum potential concentrations are assessed and sufficient detail of the methodology used is provided in a project's AQIA.

Results of the worst-case assessment must show the maximum potential concentration that could occur if the maximum emissions coincided with the worst meteorological conditions. This assessment could use a five year representative meteorological data, and should include the 90th percentile of local background concentrations. The emissions scenario used for the worst-case assessment must be clearly detailed in the AQIA to indicate how the emissions scenario represents the maximum emissions that could reasonably occur, typically during events outside of standard operations. This assessment will provide the top few maximum concentrations, the days on which these concentrations occurred, and where these concentrations occurred. This assessment would assess maximum concentrations over the entire grid, not just at the locations of selected sensitive receptors. If the maximum concentration is significantly greater than the AAQC or CAAQS, this may suggest a greater likelihood of the AAQC or CAAQS being exceeded in the future. However, a frequency assessment of exceedances is not expected in conjunction with this worst-case assessment as the worst-case emissions scenario will not occur every day. However, it does provide a range of potential concentrations that could be experienced. A summary of mitigation measures should also be included in the AQIA.

2. The results of an AQIA predict the combined emissions, meaning the emissions from the project added to the background concentrations, in order to accurately predict the total concentrations that will be experienced by the environment and nearby sensitive receptors. It is this combined concentration that is then compared against the AAQCs and CAAQS to determine the significance of the impact of the project. It does not appear that background concentrations have been included in the burden assessment completed to date. Therefore, the determined percent difference is only for the project's emissions and does not accurately represent the total impact of the future build and no-build scenarios compared to the existing scenario.
3. Page 17 of the Air Quality Report states that the "...PM₁₀ and PM_{2.5} emissions are considered to be significant and according to the Project terms of reference developed by the Ontario Ministry of Transportation, require a detailed Air Quality Impact Assessment." This AQIA was not completed.
4. The first sentence in Section 1.1 Project Description suggests that an AQIA was completed. However, Section 1.3 indicates that a screening analysis was conducted and Section 4 states that a burden analysis was completed. Terminology should be consistent.
5. The ministry disagrees with the statement "air quality manifests itself in two ways – through air pollutant concentrations in the air we breathe and through deposition of pollutants to surfaces" under Section 1.2. Air quality contaminants can impact human health and the environment both when airborne and when deposited on surfaces; but air quality in general can be assessed from many different perspectives and scales including long-range transport, primary and secondary pollutants, dispersion with distance from a source, and type of contaminant. Please clarify what is meant by the statement in Section 1.2 and how it is relevant to the project.

This paragraph goes on to state that “Air quality is usually assessed by examining the pollutants that are linked to a particular project.” While this is true in that the contaminants of concern that are chosen are related to the project’s emissions, air quality is assessed by summing the predicted concentrations of the contaminants of concern with local background concentrations. The MOECC is concerned with the total impacts of the project on the local and regional environment, not the emissions of the project in isolation.

6. Since emissions were not considered from the LRT because it is expected to be electrified, the commitment for electrification should be clearly stated in the Air Quality Report. If the LRT is implemented and is not electrified, the EA will not have adequately addressed air quality impacts for this project.
7. The contaminants of concern for this project did not include SO₂. It is recommended to model SO₂ to screen for maximum predicted concentrations in light of the upcoming SO₂ standard, which is expected to be announced at the end of 2016. Please see the links below for additional information.

http://www.ccme.ca/en/current_priorities/air/caaqs.html

<https://news.ontario.ca/ene/en/2016/03/province-releases-2014-air-quality-report.html>

8. Please clarify why O₃ was not considered as a contaminant of concern, particularly as it is highlighted on page 5 as a contaminant known to impact human health.
9. Please revise the definition of carbon monoxide to indicate it is a product of incomplete combustion of hydrocarbon-based fuels.
10. Please revise the definition of nitrogen oxides from “...formed when anything is burned in air and that is emitted in vehicle exhaust” to “when nitrogen is produced from fuel combustion in the presence of oxygen.”
11. Section 2 states that the study area includes proposed stations and commuter parking lots. Are there any maintenance facilities that will also be in the study area?
12. Although it is correct that air quality can be impacted by local, regional, and international factors, study area boundaries should not be set arbitrarily as indicated under Section 2. The study area boundary should be large enough to incorporate the project and its impacts on the environment and sensitive receptors based on past observations of dispersion of contaminants. Regarding transportation projects, typically the greatest impacts are adjacent to the roadway. As stated in the MTO Protocol, “... a 500 m limit is based on empirical evidence for heavily travelled large highways, which clearly indicates that the concentrations of road-related pollutants drop to within 10% of their background pollution levels over this distance.” Accordingly, please remove this sentence from the Air Quality Report.

Furthermore, the statement that “...physical boundaries have no meaning since air flows over and/or around everything” is not accurate. Physical boundaries have significant influence on local dispersion of contaminants. Accordingly, please remove this sentence from the Air Quality Report.

13. As referenced in Section 3 of the Air Quality Report, please clarify where in the MTO protocol it states that a “description of existing air quality conditions is required when completing a detailed air quality assessment” and where the methodology for a “screening analysis” is provided.

14. How were the years 2009-2013 chosen for the collection of background data from the Toronto East and Oshawa AQHI stations? Was more recent data available? Additionally, please clarify how this background data was used for this burden analysis.
15. Please clarify if the current emissions estimates take into consideration both the number of cars that will be removed from roadways in the study area as a result of the project and the number of increased cars in the study area as a result of population growth.
16. The statements found under Section 3 and Table 3.2: "...10 exceedances of the 24-hour criterion is within compliance for three years..." and "...10 exceedances (1% of 365x3) of the 24 hour criterion is within compliance for three years or nominally 3 exceedances per year..." are not accurate. Compliance with the 24 hour PM_{2.5} CAAQS is determined by calculating the average of the 98th percentile concentration for each of three consecutive years. Please see the following "Guidance Document on Achieving Determination Canadian Ambient Air Quality Standards For Fine Particulate Matter And Ozone" (Canadian Council of Ministers of the Environment, 2012) for additional information.

http://www.ccme.ca/files/Resources/air/aqms/pn_1483_gdad_eng.pdf
17. Please note that the new Air Quality Health Index no longer uses the term "smog days".
18. By not considering idling bus emissions, the maximum potential emissions are not considered. Though on average there may be only a few minutes of idling at the stations, schedules are not always adhered to for a variety of reasons and there will likely be some instances where buses are idling at the stations for longer than anticipated or on the transitway if there is bus traffic. Please provide a more detailed justification for not including the consideration of idling bus emissions.
19. Regarding Section 5.2, results of the burden analysis for assessing greenhouse gas emissions from the project's emissions (CO₂ equivalent emissions) should be compared against provincial greenhouse gas targets.
20. How was it determined that winter meteorological data provided the most conservative emission factors for all contaminants of concern? Which month was used in the input of MOVES?
21. The AQIA should include a section addressing mitigation measures for both the construction phase and operation phase of the project.

During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005.

<http://www.bieapfremf.org/Toolbox%20pdfs/EC%20-%20Final%20Code%20of%20Practice%20-%20Construction%20%20Demolition.pdf>

Overall, the Air Quality Report does not provide an AQIA for any of the contaminants of concern and does not adequately address local or regional impacts from this project on the environment or nearby sensitive receptors. The Air Quality Report and relevant sections of the Environmental Project Report must be revised to reflect a full AQIA and the MOECC's comments presented herein.

Amanda Graham

Amanda Graham
Air Quality Analyst
Central Region, Technical Support
Ministry of the Environment and Climate Change
Tel: 416-326-5745

Cc: Paul Martin, Supervisor, Technical Support Section
Ross Lashbrook, Manager, Technical Support Section

Ministry of the Environment
and Climate Change

Ministère de l'Environnement et de
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May 29, 2016

To: Gavin Battarino
Special Projects Officer
Environmental Approvals Branch

From: Header Merza
Senior Noise Engineer
Environmental Approvals Branch

**Re: Noise and Vibration Review Comments
Highway 407 Transitway
Kennedy Road to Brock Road
Cities of Markham and Pickering
Noise File No.: E0001**

This office was requested to review the noise and vibration aspects of the following documents:

- Environmental Project Report prepared by PARSONS (Draft) dated April 2016; and
- Noise and Vibration Impact Assessment prepared by ARCADIS dated April 2016.

The following are our comments on the above noted two documents:

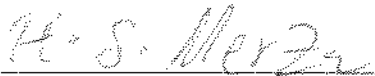
- (1) Proposed Transit Stations: five stations are proposed as part of the current undertaking. These include: a) Markham Road Station; b) Ninth Line Station; c) Donald Cousens Parkway Station; d) Whites Road Station; and e) Brock Road Station. The noise emissions of all stationary and mobile noise sources within these stations should be assessed at the nearest points of reception. If the noise limits specified in Publication NPC-300 are exceeded, then appropriate noise control measures should be recommended.
- (2) Possible Transit Stations: three additional stations are identified as possible stations. These include: a) McCowan Road Station; b) York Durham Line Station; and c) Rossland Road Station. If these stations are part of the current undertaking, then the noise emissions of all stationary and mobile noise sources within these stations should be assessed at the nearest points. If the noise limits specified in Publication NPC-300 are exceeded, then appropriate noise control measures should be recommended.

- (3) Possible Bus Garage: a possible bus garage is identified at Rossland Road. If this bus garage is part of the current undertaking, then the noise emissions of all stationary and mobile noise sources within the bus garage should be assessed at the nearest points of reception. If the noise limits specified in Publication NPC-300 are exceeded, then appropriate noise control measures should be recommended.
- (4) Berm for Ninth Line Station: Figure 8 shows a berm along part of the south property line of Ninth Line Station. This berm shields point of reception POR14 from Highway 407 and Transitway. The length and height of this berm should be shown in Figure 8. Furthermore, if this berm is used in the sound level calculations, then it should be included in the recommendations section of the report. This berm should reduce the sound levels due to the “Future Build” Highway 407 and Transitway as well as the proposed Ninth Line Station, to acceptable levels.
- (5) Point of Reception Height: a height of 1.2 metres above ground levels was used in the sound level calculations to represent the outdoor points of reception. In accordance with the MOECC guidelines and procedures, the height of outdoor points of reception is 1.5 metres above ground level. All outdoor sound level calculations should be based on the latter height.
- (6) Sound Level Calculations: TNM version 2.5 software was used to calculate the sound levels due to road traffic, while FTA module in the CadnaA software was used to calculate the sound levels due to Highway 407 Transitway. The currently accepted MOECC noise prediction software is STAMSON. If different software is used to support a submission for approval by the MOECC, then representative calculations (e.g. at POR13 and POR24) should be provided using both softwares that show the same results.
- (7) Sound Barrier for POR13 Area: Figure 17 shows the locations, heights and lengths of two barriers at POR13. The height of both barriers is 3.5 metres above ground level. Sections 5.1.2 and 7.2 refer to a possible height of 5 metres above ground, while Tables 10 and 11 refer to two different lengths for the barriers, namely 400 metres and 550 metres, respectively. The height and length of the proposed barrier for POR13 should be consistent throughout the report.
- (8) Sound Barrier for POR24 Area: Table 12 lists the calculated sound levels with a 5 metres high barrier along Highway 407 Transitway right-of-way, while Table 13 lists the calculated sound levels with a 5 metres high barrier along part of the south property line of Brock Road Station. One specific recommendation should be presented in the report for the sound barrier at POR24.
- (9) “Future No-Build” Vs. “Future Build” Noise Assessment: the current assessment shown in Tables 9 to 13 is based on the difference between the future sound levels due to the proposed Highway 407 Transitway versus the future sound levels due to Highway 407. This is incorrect. The assessment should be based on the difference between the future sound levels due to Highway 407 and the proposed Highway 407 Transitway versus the future sound levels due to Highway 407.

- (10) Section 5.1.2: a sound barrier of 3.34 metres height is referenced in the report. If this barrier was used in the sound level calculations, then it should be included in the recommendations section of the report. Furthermore, a figure should be included in the report to show the length and height of this sound barrier.
- (11) BRT and LRT Sound Levels: the “Future Build” sound levels are calculated initially due to Bus Rapid Transit (BRT) and ultimately due to Light Rail Transit (LRT). The noise analysis and assessment of both modes are incomplete. The sound levels due to the Bus Garage for the BRT and due to the Traction Power Sub-Stations (TPSS) as well as the Maintenance and Storage Facility for the LRT should be included in the noise analysis and assessment.
- (12) Sound Level Calculations: sample calculations should be included in the report for the worst case (i.e. the closes and most exposed) points of reception.

We trust the above noise and vibration review comments would be of assistance to you.

If you have any questions, please contact Header Merza, P.Eng. at 416-327-6575.



H. Merza, P.Eng.
Senior Noise Engineer



Ian Greason, P.Eng.
Director
appointed for the purposes of Part II.1 of the
Environmental Protection Act

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June 3, 2016

EA 08-03

MEMORANDUM

TO: Gavin Battarino, Project Officer, EAB, MOECC

FROM: Paul Martin, APEP Supervisor, Central Region, MOECC

RE: 407 Transitway from Kennedy Road to Brock Road
Ministry of Transportation (MTO)
Transit Project Assessment Process (TPAP), O. Reg. 231/08
Draft Environmental Project Report (EPR)
Central Region Comments

Dear Mr. Battarino:

Central Region's Technical Support Section (TSS) and York-Durham District Office have been circulated the following documents for the above mentioned project:

- Draft Environmental Project Report 407 Transitway – Kennedy Road to Brock Road Ministry of Transportation – Central Region. Prepared by Parsons, dated April 2016.
- Appendix C: Drainage Report. Prepared by Parsons, dated September 14, 2015.
- Appendix J: Air Quality Report. Prepared by Arcadis, dated April 2016.
- Appendix M: Groundwater Report. Prepared by Golder Associates Ltd., dated August 20, 2015.
- Appendix N: Contamination Report. Prepared by Golder Associates Ltd., dated September 10, 2015.

We have reviewed the documents and offer the following comments for your consideration. We note that our comments regarding air quality were forwarded to the proponent and its consultant on May 30, 2016 in a separate memo dated May 27, 2016.

Planning (Draft EPR)

1. Section 1.5.2.1 "Provincial Policy Statement 2014" and Section 1.5.2.2 "Places To Grow: Growth Plan for the Greater Golden Horseshoe" should reference specific policies that apply to the project and how the project adheres to these policies.
2. The Greenbelt Plan (2005) should be included in Section 1.5.2, as a portion of lands in the study area are subject to this plan. Applicable policies and how the project adheres to them should be included.

3. Section E2.3 and Section 2.3.2 state that “the study was developed based on the latest approved horizon (2031)..” This sentence is not accurate as the latest approved planning horizon is to 2041 (as per Amendment 2 to the Growth Plan for the Greater Golden Horseshoe). Please revise this sentence accordingly.
4. The source for Table 2.1 is cited as the “Growth Plan for the Greater Golden Horseshoe, MTO”. This should be cited as the “Growth Plan for the Greater Golden Horseshoe, Ontario Ministry of Infrastructure.”
5. Section 2.2.1.1 states that the “Growth Plan is a 25 year plan governing where growth and density will occur in the GGH through 2031 and these population and employment forecasts are driving the basis of the study.” This section should note that the Growth Plan was amended in 2013 to update and extend the population and employment forecasts to 2041. A rationale should also be included as to why this study uses the 2031 planning horizon over the updated 2041 planning horizon. This additional information should also be included in Section 1.5.2.2.
6. Table 2.4 and its associated written summary in Section 2.3.1 are difficult to follow/understand. A clearer description of the forecast and explanation of how the information is presented is needed. For example:
 - a) Please clarify what is meant by “major trip interchanges”.
 - b) Please explain what is meant by “Within Corridor”, “To/From South”, “To/From West”, “To/From North”, “To/From East”, “Through Eastbound”, “Through Westbound”.
 - c) Please explain what is meant by “growing markets” (associated with Figure 2.5).
 - d) Please explain what is meant by “Transit Share”.
 - e) It is not clear where the information in Section 2.3.1, paragraph 2, is coming from. Is this information presented in Table 2.4 or Figure 2.5?
 - f) Please reference in Section 2.3.1 that the future travel demand forecasts were developed using the Greater Golden Horseshoe Model.
7. The explanation of what is meant by “Within Corridor”, “To/From South”, “To/From West”, “To/From North”, “To/From East”, “Through Eastbound” and “Through Westbound”, would also be applicable for Table 2.8.
8. Table 2.6 shows the access modes for 2031 westbound AM peak period boardings and Section 2.3.2 (page 2-10) provides an associated written summary. There is no discussion regarding access modes for 2031 eastbound AM peak period. Please include this.
9. Section 2.3.2 (page 2-10) describes that the majority of riders entering the Transitway at Brock Road and Whites Road station will access via no-transfer services and cites buses will come from Pickering UGC, Brooklin and Oshawa. It should be noted that Figure 2.4 shows these routes as “Base Spine Services” opposed to “No Transfer Services.” Please ensure consistency in the report when referring to routes/route structure.
10. Section 2.4 discusses major westbound (peak direction) travel markets served by the transitway during the 2031 AM peak period only. While it is recognized that there will be significantly less volume travelling eastbound in the AM peak period, a discussion should still be included regarding eastbound travel markets serviced by the transitway during the 2031 AM peak period.

11. Table 2.8 displays travel demand information under the headings “No 407 Transitway East (Central Section Only)”, “With 407 Transitway East (Includes Central)” and “Changes due to adding 407 Transitway East”. Please clarify the following:
 - a) What is meant by “Central Section only” and “Includes Central.”
 - b) The information under the heading “No 407 Transitway East (Central Section Only)” in Table 2.8 is the same as the information presented in Table 2.4 under the heading “2031 AM Peak Period.” As per comment 11a above, please clarify what is meant by “No 407 Transitway East (*Central Section Only*)” (emphasis added). If this means Central Section of the 407 Transitway already approved from Highway 400 to Kennedy Road, then there is a discrepancy with Section 2.3.1 which states that the forecasts provided in Table 2.4 assume that there is no dedicated rapid transit on 407 east of Kennedy Road.
12. Section 2.3.2 (page 2-11), states that “the 2100 new transit trips represent approximately 22% or one quarter of the 9 400 AM peak period boardings between Kennedy Road and Brock Road.” Based on Table 2.5, the 2031 total AM peak period boardings is 9000. Please confirm the correct number.
13. In relation to the proceeding comment #12, in the same paragraph, three different percentages or fractions are referenced when referring to the amount of choice or new riders (i.e. “22%”, “one quarter” and “nearly 20%”). Please confirm the correct number and be consistent.
14. Section 6.2.2 discusses the footprint impacts to land use. Under the “Ninth Line to York Durham Line Runningway” subheading (page 6-15 to 6-16), applicable policies from the Greenbelt Plan (2005) are listed which apply to lands between Reesor Road and York Durham Line. This subsection does not describe in enough detail how the project has adhered to the Greenbelt Plan policies. Referring the reader to other sections of the report (i.e. “Vegetation and Vegetation Communities” and “Fish and Aquatic Habitat”) with respect to impacts and mitigation measures for the key natural heritage features is not adequate, as this information is difficult to identify in the other sections. Please provide more information.
15. Section 6.2.2, under the “York Durham Line to Sideline 245 Runningway” subheading (page 6-16 to 6-17), states that the “the lands between York Durham Line and east of the Duffins Rouge Agricultural Preserve are part of the Greenbelt Plan Protected Countryside and Natural Heritage System”. This subsection should include a discussion of applicable Greenbelt Plan policies and how the project has adhered to them (similar to the above comment).
16. The majority of the lands subject to the Greenbelt Plan fall under the Natural Heritage System of the Protected Countryside. Accordingly it would appear that Greenbelt Plan policy 3.2.2.4 applies to the project. Please discuss how the project adheres to this policy.
17. Table 6.4 is missing some potential impacts discussed under Section 6.2.2. For example:
 - Kennedy Road to Markham Road Runningway subheading, first paragraph
 - Marham Road to 9th Line Runningway subheading, second paragraph
 - Donald Cousens Parkway Station subheading, first paragraph

Refer comments #45 and #46 below for additional comments related to the Tables under Section 6.

18. No information is provided relating to potential requirements for Official Plan Amendments due to the potential land use impacts discussed under Section 6.2.2. This should be included in the report. It is also unclear if this has been discussed with the applicable municipalities, and whether the municipalities have raised any concerns related to the described potential footprint impacts to land use and/or anticipate issues arising through processes subject to the Planning Act that could impact this project. Please provide information.
19. Section 6.3.2 should discuss the construction impacts to land use. The single statement that “construction activities are anticipated to temporarily impact socio-economic activities within the study area” is not sufficient. Please include a detailed discussion.
20. The Growth Plan for the Greater Golden Horseshoe, 2006, is not listed in the References.

Spills (draft EPR)

21. The report should reference under the heading “Emergency Response Plan” in Section 7.1.2 (page 7-2), that spills or discharges of pollutants or contaminants will be reported immediately to the Ministry of the Environment and Climate Change’s Spills Action Centre, the municipality in which the spill occurred, and the person in control of the substance is known and not already aware. More information about reporting spills is available online (<https://www.ontario.ca/page/report-spill>).
22. Potential impacts to the environment (e.g. soils, surface water, groundwater, fish and fish habitat etc.) from spills during construction and operation/maintenance are not identified in Table 6.7 (with the exception of groundwater) or Table 6.10.

Surface Water (Appendix C)

23. Appendix C, Section 5.1 (Stormwater Management Criteria) and Section 5.2 (Proposed Stormwater Management Strategy) both state “Analysis to follow in the next submissions.” It is assumed that this means that the Stormwater Management Criteria and Proposed Stormwater Management Strategy will be included in the subsequent version for comment following the issuance of the Notice of Commencement for this project. As there are no stormwater management reports to review, TSS is not providing comments now and defer commenting until the comprehensive stormwater management plan/strategy becomes available for review. TSS cautions to the proponent that not providing this information for review at the draft phase presents a risk, as we cannot provide input early in the process on whether the proposed stormwater management approach is adequate for approval under the TPAP. TSS advises that the proponent should provide the comprehensive stormwater management plan/strategy as early in the process as possible.
24. In the interim, it would benefit the proponent to review surface water comments from TSS on the “407 Transitway from East of Highway 400 to Kennedy Road” TPAP project completed in 2011, to gain an understanding of previous issues/concerns that were raised by TSS for the 407 Transitway. These comments have been included as an attachment to this memo.

Groundwater (Draft EPR, Appendix M, Appendix N)

25. A Permit To Take Water (PTTW) issued by the MOECC will be required prior to any construction dewatering if the takings are greater than 50,000 L/day. The proponent will need to determine whether a PTTW will be required for any portion of construction, where deeper works may encounter permeable water-bearing units or artesian conditions. To expedite the construction process, the proponent should consider initiating a pre-consultation with MOECC TSS hydrogeologists regarding the PTTWs that will be required for construction dewatering.
26. As part of the PTTW application, the MOECC requires a discussion of potential impacts to the natural environment, any risks posed to nearby structures due to subsidence resulting from construction dewatering and the potential for the movement of contaminated groundwater due to construction dewatering. PTTW applications should also detail the planned disposal method for the water taken, that the water quality meets the water quality criteria for the chosen method of disposal, and a groundwater depressurization assessment in the event of artesian conditions. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
27. Also part of the PTTW application, the potential effects of dewatering, construction or other activities related to the project could affect groundwater users in the area, particularly shallow wells. Numerous private wells are in the study area and may be affected, depending on the depth, type and condition of the well. The MOECC strongly supports the proponents' commitment to complete a door-to-door well survey to identify all such wells prior to construction and ensure that affected well owners will continue to have water supplies of appropriate quality and in adequate quantity, and to ensure that any work done on affected wells or any replacement wells is done pursuant to Ontario Regulation 903, Wells (pursuant to the Ontario Water Resources Act). Baseline water quality samples should also be collected from identified wells as part of the survey of groundwater users.
28. TSS strongly supports the commitment of the development of an Environmental Management Plan (EMP) during the Detail Design phase of the project. The EMP should include, but not be limited to plans for encountering highly productive zones, dewatering interferences with surface water and groundwater users, and groundwater and surface water monitoring plans.
29. TSS strongly supports the recommended completion of an environmental work plan (Phase I Environmental Site Assessment (ESA) and/or potential Phase II ESA) during the Detail Design phase of the project for each site with a potential for environmental contamination to determine the presence and extent of contamination.

Contaminated Sites (draft EPR, Appendix N)

30. A Contamination Overview Study (Appendix N) was completed by Golder Associates Ltd. for the project. Potential contaminated sites listed in Table 1 have been very roughly identified based on ERIS and air photos as municipal responses were not received based on the timing and scope of the requests. Section 3.10 of Appendix N states that “if a property is not listed in Table 1, impacts to soil and/or groundwater are not anticipated based on information gathered to date. However, it should be noted that there may be issues of potential environmental concerns associated with these properties that were not evident based on the level of assessment carried out as described in this report.” As part of the TPAP a proponent must identify all potential impacts that may arise from the transit project for which approval is being sought under the Transit Regulation. Proponents must also propose and develop appropriate mitigation and monitoring measures to address all potential impacts identified. It is not clear how sites and potential impacts not flagged in Appendix N, may be identified later in this project, or what sort of triggers, contingencies, procedures, mitigation measures and/or monitoring measures might apply in the event other contamination is encountered. Currently there is not enough information or commitments provided in the draft EPR to compensate for the uncertainties in the very limited Contamination Overview Study. Without detailed information and commitments that address this concern satisfactorily, this level of assessment is not considered appropriate.
31. As the alignment for the transitway follows the existing 407, it is recommended that the proponent review previous environmental assessments that have been conducted for and along this portion of Highway 407, for information on more detailed assessments of potential issues in the area. Similarly, source protection plans and threat assessments may also be of interest in identifying potential sites of concern within the project area. This information can be used to further inform the study with respect to identifying potential contaminated sites, potential impacts and developing mitigation and monitoring measures at this stage.
32. In Appendix N, nine properties within the study area were flagged for additional assessment. Section 6.1.1 of the draft EPR states that four properties were identified for potential property contamination and/or waste materials that could interfere with the construction of the 407 Transitway within the study area. It is not clear how or why the proponent screened out the other five properties that required further assessment. Please explain.
33. The use of the words “as applicable” when discussing commitments to conduct Phase 1 ESAs and Phase 2 ESAs weakens these commitments. It also makes it unclear when and where further assessment is proposed, what level of assessment is proposed, what standard would be applied, or if this will include any site investigation. Please firmly commit to the further assessments that are required to be completed. If flexibility is needed, please make the firm commitment that includes an acceptable disclaimer that explains/describes the situation where Phase 1 and Phase 2 ESAs may not be required.
34. In relation to the proceeding comment #33, it is not clear what contingencies, procedures, mitigation measures and monitoring measures apply in the event contamination is encountered through the ESAs. This must be described in detail in the draft EPR (e.g. Section 6). A commitment should also be made to include this information in the “Excess Materials Management Plan” (see comment #39 below).

35. Under the “Monitoring and Recommendation” column in Table 6.7 for the environmental indicator “Contaminated Waste and Property”, please clarify this statement: “Monitoring plan will be undertaken in accordance with the Ontario Environmental Protection Act.”
36. Under the “Proposed Mitigation Measures” column in Table 6.7 for the “Contaminated Waste and Property” environmental indicator, it discusses the generation of wastes and how it can be reused. This is not a mitigation measure to address the environmental impact stated as “disturbance of contaminated waste and/or soils during construction.” This is discussing proposed measures on how to manage the generation of excess non-contaminated material. These matters should be considered separately. Additionally, it should be noted that everywhere else in the report refers to this environmental indicator as “Contaminated Property and Waste.”
37. The MOECC’s York-Durham District Office should be contacted for further consultation if contaminated sites are present.

Soil Management (draft EPR, Appendix N)

Both the draft EPR and Appendix N are largely silent on excess soil management. More clear, detailed and consistent information should be in the draft EPR. This includes, but is not limited to, the following comments:

38. Footprint Impacts: The written summary under section 6.2.1, subheading “Physiography and Soils”, and Table 6.3 (first row) are not consistent. The written summary should include the description of the potential impact listed in Table 6.3. Additionally, it is not clear how displaced excess soil that is not considered waste will be managed. It is assumed that this excess soil will be reused, however there is no information provided on this (i.e. reuse for what purpose, what location – on site at the excavation site, on site at a different location in the study area or off site, will it require temporary storage, if needed will temporary storage sites be located on site or off site, will it be transported, etc.). It is recommended that the draft EPR consider defining criteria applicable for different scenarios (reuse, placement at depth, off-site reuse vs. disposal). Please provide details in the draft EPR where applicable.
39. Under “Proposed Mitigation Measures” in Table 6.3, the development of an “Excess Materials Management Plan” is referenced; however there is no reference to an “Excess Materials Management Plan” in Section 7. In Section 7 there is a discussion about the development of a “Waste Management Plan.” It is recommended that the plan to be developed be an “Excess Materials Management Plan” instead of a “Waste Management Plan”, in order to develop/document procedures for managing both excess materials that will be reused and excess materials that will be disposed of as waste. Section 7 should be revised accordingly.
40. In relation to the proceeding comment #39, the development of an “Excess Materials Management Plan” should be referenced in Table 6.3 as a firm commitment.
41. In relation to the proceeding comments #39 and #40, the “Proposed Mitigation Measures” in Table 6.7 for the Environmental Indicator “Contaminated Waste and Property”, should also reference the commitment to develop the “Excess Material Management Plan.”

42. At a minimum, it is recommended that the proponent commit to managing excess soil in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>). The draft EPR should reference this commitment where applicable (Section 6, Section 7, Section 9.3).
43. Construction Impacts: The written summary under Section 6.3.1, subheading "Physiography and Soils", and Table 6.7 (first row) are not consistent. The written summary should also include the description of the potential impact listed in Table 6.7 (i.e. potential for erosion during construction). Table 6.7 should also include the potential impact described in the written summary in Section 6.3.1 (i.e. displacement of soil and/or generation of excess soil – this should be the same as in Table 6.3).
44. Section 7.1.2 should include in the list of "physical construction activities" the following sentence as applicable: Managing excess soil appropriately including reusing soil on site/off site, receiving soil from off site sources, temporary storage of soil on site/off site and/or disposing soil off site at acceptable receiving site.

Process – Impact Assessment, Mitigation Measures and Monitoring (draft EPR)

45. Overall the information provided in the Tables in Section 6 which describe "Potential Impacts", "Proposed Mitigation Measures, Built-in Positive Attributes and/or Mitigations and Significance of any Potential Residual Effects" and "Monitoring and Recommendations" is not well described, is incomplete/missing, and/or inappropriately defers to the detailed design phase. Additionally, residual effects are not clearly identified and there is no information provided about their significance. This section requires review and revisions to ensure potential impacts, mitigation measures and monitoring measures are appropriately identified, described, assessed/evaluated and documented in accordance with O. Reg. 231/08, section 9.
46. Proposed mitigation measures and monitoring measures should be presented as firm commitments, by using language such as "will" instead of "should" in the report where possible.

Commitments to Future Action (Draft EPR)

47. It is difficult to cross-reference the commitments made in Section 9.3 with the rest of the report and to have a clear understanding of what the commitment entails, who is involved, when it will be completed etc. The commitments should be better organized with more detail in order to track and monitor them easily and effectively in the future. It is recommended that each individual commitment be numbered and be presented in a table format which includes at minimum the following information: description of the commitment, phase of project to be completed (pre-construction/detailed design, construction, operation/maintenance), involvement of other stakeholders, and reference to the section that this commitment is written in the EPR.
48. Further to the proceeding comment #47, Section 9.3 is not a complete list of the commitments made throughout the report. Please revisit the report and ensure all commitments to future work are included in this section.

49. As part of the TPAP a proponent must describe the means proposed to be used to monitor or verify the effectiveness of proposed mitigation measures. Accordingly, it would also be useful to include a Table that lists all the monitoring measures committed to by the proponent.

Other/Misc. (Draft EPR)

50. The list for “other related pre-construction activities” in Section 7.1.1 should include reference to further consultation efforts that have been committed to by the proponent (consultation with who? For what? etc.).

51. Figures E.1 and 1.1 (same figure), labelled as both “Full 407 Transitway Study Limits” and “Highway 407 Transitway and Station Plan” are not legible. The writing should be clearly readable. The Figure could also be improved by having the municipalities clearly labelled for geographic reference, and including a map scale.

52. There is a typo in the Table of Contents on page iii, where “Appendix L: Lanscape Design Report” should read “Appendix L: Landscape Design Report”.

53. Sections E.1.1.1 and 1.1 state that the length of the entire 407 Transitway is 150 km while Section 4.1 states it is 160 km.

54. Section 5.4 states that the length of the Transitway within the study limits is approximately 19.3 km, however the draft EPR states in several other sections that the length is 18 km.

55. Section 2.2.1.1 states that “By 2031, densities in the corridor – particularly York Region – are expected to be above 80 jobs+people/hectare throughout much of the Highway 7 corridor.” Please clarify whether this should state Highway “407” corridor.

56. All tables in section 6 should be reviewed and updated to ensure grammar consistency. For example, is the information being provided in sentences or bullet form? Does the information require punctuation or not?

57. In Tables 6.3 and 6.4, the first two columns are titled “Environmental Value/Criterion” (column 1) and “Environmental Issues/Concerns” (column 2). The first two columns in all other tables in Section 6 are titled “Environmental Indicator” (column 1) and “Environmental Measure” (column 2). Please ensure consistency across the tables in Section 6.

58. An explanation of the column headings for the Tables in Section 6 would benefit the reader.

59. For the Tables in Section 6, it is difficult to discern which proposed mitigation measures listed under column 4 are addressing which identified potential impacts listed under column 3, and also which proposed monitoring methods listed under column 5 are for which proposed mitigation measures listed under column 4. This should be more clearly presented.

60. Please ensure all references to the Ministry of the Environment and Climate Change are abbreviated as “MOECC” and not “MOE” (e.g. Table 6.7 (page 6-31)).

Thank you for the opportunity to comment on this project. Should your team have any questions regarding our comments, please contact Emilee O'Leary, Regional EA Coordinator, at 416-326-3469.

Best Regards,

A handwritten signature in black ink that reads "Paul Martin". The signature is written in a cursive, flowing style.

Paul Martin
APEP Supervisor
TSS, Central Region

cc. Emilee O'Leary, Regional EA Coordinator, TSS, Central Region
Amanda Graham, Air Quality Analyst, TSS, Central Region
Ted Belayneh, Surface Water Lead, TSS, Central Region
Maria Picotti, Hydrogeologist, TSS, Central Region
Celeste Dugas, Manager, York-Durham District Office
Allison Lee Lai, Senior Environmental Officer, York-Durham District Office
Andrea Brown, District Engineer, York-Durham District Office

Central Region EA File
A & P File

Attach: 407 Transitway Hwy 400 to Kennedy Draft EPR Comments
407 Transitway Hwy 400 to Kennedy EPR Comments

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MEMORANDUM

DATE: November 5, 2010

TO: Lorna Zappone, Project Officer, EAAB

FROM: Dorothy Moszynski, Environmental Resource Planner & EA Coordinator, TSS CR

RE: **407 Transitway
TSS Comments on Air Quality Impact Assessment and Draft Environmental Project Report**

The "Air Quality Impact Assessment for the 407 Transitway (Highway 400 to Kennedy Road), dated October 2010, and the "407 Transitway from East of highway 400 to Kennedy Road, Draft Environmental Project Report, Version 2", and appendices dated September 2010, have been reviewed and the following comments are offered to the proponent:

Air Quality

In the executive summary, under the Recommended Mitigation and Conservative Nature of Assessment sections, the Air Quality Impact Assessment (the report) states that the revised methodology from the US EPA appears to give significantly lower levels of emissions compared to the US EPA 2006 methods used in the Assessment. From the US EPA 2010 document, the PM₁₀ emissions would decrease using the new methodology; however, the PM_{2.5} fraction would be slightly increased in areas similar to the study site. Therefore if this new methodology is adopted, the PM_{2.5} estimated concentrations will be slightly underestimated, and should not be considered conservative.

In Table 2.9 of Section 2.4 the report, entitled "Table 2.9 Representative MOE Monitoring Station Average 90th Percentile Background Concentrations ($\mu\text{g}/\text{m}^3$)", the 8 hour value for CO should be 483.6, not 4924; and the 1 hour value should be 492.4, not 484. This should be corrected in the Final Report.

In Section 2.4 it is also stated that: "Therefore, urban concentrations measured in major cities similar to Toronto, as provided on the TOXNET website (<http://toxnet.nlm.nih.gov/cgi-bin/sis/htmlgen?HSDB>) were used as they would be conservatively high."

From this reference, background benzene levels in Canadian cities (10 cities, 586 samples) were found to be $4.4\mu\text{g}/\text{m}^3$ (average value) from Wallace L.; Environmental Health Perspective 104: 1129-1136 (1996). The background value used in this assessment seems high in comparison ($44\mu\text{g}/\text{m}^3$).

In section 3.2.2 paragraph 4, it is stated that the two future scenarios are both based on an average speed of 100 km/hr. This is assuming that there will be no congestion during peak traffic periods at key points of access in the no build scenario. The validity of this assumption of the modelling should be explained by the proponent.

In Section 5.4, the comparison of existing conditions (2008) to future scenarios (2031), reference to the hourly values and 8-hourly values presented in tabular form in Appendix B should be made and these values should be discussed in the context of expected hourly and 8-hourly exceedences (if any) of the AAQCs.

In Figure 5.6 Maximum 24-hour PM_{2.5} Concentrations for Existing and Future Scenarios, B: "24 Hour PM_{2.5} Concentrations including Background – Future without Transitway 2031" the contours reflect concentrations in different levels than the other two figures. It is recommended that comparative figures such as this retain the same contour levels.

Surface Water

In Section 6.4, Stormwater Management and Drainage of the draft Environmental Project Report (EPR), Table 6-4 proposes that the ministry's Enhanced (Level-1) water quality protection be applied to the Don River and Rouge River. It is not clear what criteria are applied for the Humber River Watershed. Enhanced (Level-1) protection should be applied to all stormwater management facilities, including those in the Humber River Watershed, unless the proponent can justify a lower level.

While the proposed stormwater management strategy (SWMS) relies heavily on utilizing twenty-one of the existing SWM ponds for the Highway 407 ETR to treat stormwater runoff from the 407 Transitway, the EPR states that additional hydrologic and hydraulic analysis will be needed at detail design to confirm the type and extent of the stormwater management works, including studies to determine existing pond capacities at the time of construction. The characterization of potential impacts, evaluation of alternatives and proposed mitigation measures are key parts of the transit regulation project planning process; therefore these studies should be included in the final EPR as opposed to being deferred to detail design.

The SWMS states that grassed swales will be used where SWM ponds are not used or where there is no extra capacity with existing SWM ponds. According to the ministry's Stormwater Management Planning and Design Manual, 2003, grassed swales alone cannot meet Enhanced (Level 1) water quality protection and should be used as part of a treatment train approach.

Mitigation measures to reduce thermal impacts to waterbodies designated as coldwater fisheries should be included as part of the SWMS.

The Stormwater Management Strategy should identify the location and the amount of the total area that is to be treated to Enhanced Level Protection, the total area to be treated with grassed swales, and the total area to be left untreated.

The SWMS should also identify sensitive areas, in particular deck drains and other key areas draining surface water runoff into sensitive environmental receivers, and describe how stormwater quality and quantity from these areas will be treated.

Engineered wetlands are an effective type of stormwater management treatment that should be considered as a mitigation option for the proposed project.

An impact assessment should be conducted to determine the current groundwater influence to baseflow of the surface water features affected by the project. A description of any expected changes to the ground-surface water resulting from any deep cuts or other activities expected to take place as part of the project, along with details on monitoring and mitigation should also be included as part of the final EPR.

When determining appropriate stormwater management facilities, consideration should be given to the receiver streams(s) already affected by ongoing flow alterations, stream bank erosion and

sedimentation of the stream bed. Even small increases in peak flow would be expected to further deteriorate existing conditions. This project provides a valuable opportunity to improve current stormwater management, and hydrological and ecological conditions of the watercourses within the study area.

The stormwater management criteria of Enhanced (Level 1) protection should be applied to stormwater management for all proposed Transitway stations, parking lots and work yards. Please include proposed stormwater management methods for these facilities in maps of the facilities in the EPR.

Site level wastewater treatment should be required for work yards before discharge to the stormwater management system. Describe specifically what contaminants are expected to be generated from each of these areas and how they will be addressed.

Section 5.2 of the Appendix 2 (Drainage Report) indicates the Transit stations were modeled with a 90% imperviousness post development condition. However the hydrological analysis in Appendix B of the Drainage Report seems to indicate 85%. This needs clarification.

All seven proposed Transitway stations should be included in the stormwater management analyses in the final EPR (only five were identified).

In Section 7: Impact Assessment, Mitigation and Monitoring, the 'Interactions Matrix' is described as gauging the interaction of an activity and its negative environmental effects with the level of 'significance to society' in order to determine mitigation measures. The use of the interactions matrix is unjustified as impacts to the natural environment should be considered free of human bias; it should not be evaluated on what humans consider valuable but of what importance the effect has on the integrity on the natural specimen, species or ecosystem. Please contact me so that we may discuss this further.

We also have concerns with the ranking in Table 7-1: for example: 1) Stormwater management facilities require proper maintenance to function properly as treatment systems of both water quality and quantity control; and 2) Snow removal - this activity directly relates to the level of salt application and chlorides that leach into both surface and groundwater systems including drinking water wells.

Table 7-8 should be reformatted to individually identify each activity and specific potential impacts from that activity. These should include effects to surface water features from increased impervious area; erosion and sedimentation at water crossings; stormwater runoff quality and quantity including thermal impacts to coldwater streams; reduction of baseflow due to reduced in groundwater recharge. The table currently identifies road salt application as a potential impact and proposes mitigation measures in the form of the MTO's code of practice and a prepared Salt Management Plan. If this plan is not publicly available, it should be appended to the EPR and should include up to date and quantifiable measures of how negative environmental impacts have been and are expected to be reduced.

A pre-construction surface water quality monitoring program and a commitment to conduct a post-development assessment is recommended as part of the final EPR. Water quality data should be collected at multiple locations from waterbodies abutting the Transitway corridor and for a minimum of 50m downstream of the water crossings. A post-development assessment should be prepared to document the environmental impacts/changes caused by the road widening, assess the effectiveness of the proposed mitigation measures, identify existing stormwater management and identify further measures for improvement

An analysis and assessment of the pre-development versus post-development 407 Transitway salt impacts should be conducted. Further evaluation is needed to assess the potential impacts on these surface waters and fish habitats from this increased salt load. The associated

environmental risks need to be reduced by chloride source controls, and prevention of excessive chloride accumulations by appropriate design and operation of stormwater facilities in winter months.

MOE defers any comments on the assessment, impacts and mitigation of natural features and fish habitat to the Ministry of Natural Resources (MNR). Of particular concern are the effects that changes in water quality and water quantity may have on species identified in the study area classified as Endangered, Threatened or of Special Concern. Please ensure that MNR is consulted and any comments from MNR incorporated into the final Report.

Hydraulic analysis and proposals for sizing of stream culverts and bridge crossings are not reviewed here and should be sent to TRCA for review by their engineering staff. The proponent should ensure TRCA is consulted and any TRCA comments incorporated into the final Report.

Groundwater

If private wells are used in the area, it is conceivable that some may be affected by road construction, either because of construction activities or, later, due to additional or more proximate road salt application. The proponents will be required to ensure that affected well owners will continue to have water supplies of appropriate quality and in adequate quantities, and to ensuring that any work done on affected wells or any replacement wells is done pursuant to O. Reg. 903, Wells (pursuant to the Ontario Water Resources Act).

Please contact me if you have any questions on the above comments.

Sincerely,



Dorothy Moszynski
Environmental Resource Planner and EA Coordinator
APEP Unit

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MEMORANDUM

DATE: January 14, 2011

TO: Lorna Zappone, Project Officer, EAAB

FROM: Dorothy Moszynski, Issues Project Coordinator

RE: **407 Transitway
TSS Comments on Air Quality Impact Assessment and Environmental Project Report**

The Air Quality Impact Assessment for the 407 Transitway (Highway 400 to Kennedy Road), dated November 2010, and the 407 Transitway from East of Highway 400 to Kennedy Road, Environmental Project Report and Appendices dated December 23, 2010, have been reviewed and the following comments are offered to the proponent:

Air Quality

- In the Air Quality Impact Assessment (the report), the NO_x concentrations were compared to the 1-hr (400 ug/m³) and 24-hr (200 ug/m³) NO₂ Ambient Air Quality Criteria (AAQC) (Table 2.7). When NO_x levels are compared to the NO₂ criteria, 1-hour and 24-hour exceedances were reported at the Toronto North Station. It is important to note that the Air Quality Ontario Reports do not demonstrate any NO₂ or NO_x exceedances from 2004-2008 at the Toronto North Station. These reports compare NO₂ results to NO₂ criteria rather than NO_x levels. A note under Table 2.7 on page 2-11 should explain that these exceedances at the Toronto North Station are based on the comparison of NO_x to NO₂ standards.
- Please note that Figure 5.6 B "24-Hour PM_{2.5} Concentrations including background- Future without Transitway 2031" does not include the contour plot. Similarly, under Appendix A Figure A.24b "24-Hour PM_{2.5} Concentrations including background in ug/m³- Future Without Transitway (2031)" does not include the contour plot.
- The ESR proposes the use of barriers (trees/ shrubs, noise / safety barriers) to reduce the impact of particulate matter on the sensitive areas identified in the AQA Report. It is recommended that coniferous species are used for the areas where tree planting is proposed, such as along the west property line of St. Robert Catholic High School, so that there is control throughout the year.

Surface Water

Not all comments that were made by Technical Support Section's surface water reviewer on the Draft EPR were addressed. The comments that remain to be addressed include:

1. The current level of function and the ability to use existing 407 ETR stormwater management ponds (SWMPs) should be confirmed as part of the EPR. If these existing ponds cannot be used, then alternative treatment facilities that can meet 'Enhanced Water Quality Protection' level 1 treatment should be proposed in the EPR.

- The stormwater management strategy relies heavily on utilizing 21 of the existing SWMPs for the Highway 407 ETR to treat stormwater runoff from the 407 Transitway. The SWMS states that additional hydrologic and hydraulic analysis will be needed at detail design to confirm the type and extent of the stormwater management works, including studies to determine existing pond capacities at the time of construction. This work should be completed at the EA stage as it is part of the planning process to adequately evaluate impacts and benefits of the different options and to select the preferred alternative. Preliminary analysis is also required to assess any additional land and structural requirements of the different alternatives.
 - The SWMS states that grassed swales will be used where SWM ponds are not used or where there is no extra capacity with existing SWM ponds. A clear stormwater management strategy on how Enhanced Level Treatment of stormwater will be met for all project areas should be included in the EPR. The ministry is not of the opinion that grassed swales can meet 'Enhanced Water Quality Protection' level 1 unless part of a treatment train approach as described in MOE's Stormwater Management Planning and Design Manual, 2003.
 - Mitigation measures to reduce thermal impacts to waterbodies designated as coldwater fisheries should be included as part of the SWMS.
 - **Summary of MTO Response:** *As built drawings could not be obtained from TRCA and MTO. A preliminary analysis was conducted for volume requirements to satisfy pre- vs. post-development quantity controls, but additional analysis will be done during detail design. Measures to address thermal impacts will be explored during detail design.*
 - **Technical Support Response:** Comment stands. The use of some or all of the 21 existing stormwater management ponds has significant implications regarding the level of stormwater treatment that can be expected to be achieved for the project and hence the protection of the receiving waters. A hydrological analysis should be conducted as part of the EPR to determine the feasibility of using existing ponds.
 - The EPR should include: information on the level of treatment the SWM ponds were originally designed to achieve; an analysis of the current level of treatment being provided by each SWM pond; for SWM ponds not currently meeting Enhanced Level Treatment, an assessment on the ability to retrofit each pond to meet Enhanced Level Protection treatment levels from a technical perspective, with consideration of other issue that may influence the feasibility of using the existing ponds for this project such as ownership and access. New SWM ponds should be considered where it is determined that the existing ponds do not have the available capacity or the ability to retrofit, as well as for areas that are currently drained with swales.
2. The Stormwater Management Strategy should identify the location and the amount of the total area to be treated 1) to Enhanced Level Protection, 2) with grassed swales and 3) left untreated.
 - **Summary of MTO Response:** *Location of grassed swales can be found in Figures 3.4, 3.6, 3.7 and 3.9 included in Appendix A of the Drainage Report.*
 - The surface water reviewer was unable to locate a Table in Appendix A of the Drainage Report with the information that summarizes the areas to be treated. The Stormwater Management Strategy should identify the amount of the total area to be treated 1) to Enhanced Level Protection, 2) with grassed swales and 3) left untreated.
 3. The stormwater management strategy should identify sensitive areas, in particular deck drains and other key areas draining surface water runoff into sensitive environmental receivers, and describe how stormwater quality and quantity from these areas is to be treated.

Summary of MTO Response: *The SWMS will be further developed and the assessment of impacts of drainage surface water runoff into sensitive areas will be determined during detail design.*

Technical Support Response: These areas are part of the identification of surface water features that may be negatively impacted by the project and proposed measures to mitigate those impacts are part of the EA process and should not be carried over to detail design.

Please contact me if you have any questions on the above comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Moszynski', written in a cursive style.

Dorothy Moszynski
Issues Project Coordinator
Technical Support Section

**Ministry of the Environment
and Climate Change**

**Ministère de l'Environnement et de
l'Action en matière de changement
climatique**



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June 6, 2016

MEMORANDUM

TO: Mr. Gus M. Garron
Senior Project Manager
Transit Planning and Engineering
Parsons

FROM: Mr. Gavin Battarino
Special Project Officer
Environmental Approvals Branch
Ministry of the Environment and Climate Change

RE: Draft Environment Project Report for the Ministry of Transportation's Highway
407 Transitway, Kennedy Road to Brock Road, Transitway

The Ministry of the Environment and Climate Change's Environmental Approvals Branch, Environmental Assessment Services Section, has completed its review of the draft Environment Project Report (EPR) for the Ministry of Transportation's Highway 407 Transitway, Kennedy Road to Brock Road, Transitway (Transit Project). The review was carried out to determine whether or not the draft EPR meets the expectations set forth in the Ministry of the Environment and Climate Change's Guide: Ontario's Transit Project Assessment Process and the requirements set forth in Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Regulation).

The Ministry of the Environment and Climate Change's Environmental Approvals Branch has prepared the following comments, pertaining to the identified sections of the draft EPR documentation, for consideration by the Ministry of Transportation when finalizing the EPR.

General

It is the Ministry of the Environment and Climate Change's expectation that an EPR submitted to the Ministry for approval should provide a clear and detailed explanation of the environmental planning and decision-making process that was followed to arrive at the conclusions which support the selection of a proposed transit project. Any interested person reading the EPR should be able to easily follow the process used by the proponent in determining the proposed transit project, including the rationale for making certain choices and the analytical tools or information sources that were used to support the decision making process. Clarity, simplicity,

completeness and precision are the objectives proponents should strive for when preparing an EPR.

The Transit Project Assessment Process (TPAP) should be open and transparent. This is to ensure that any interested person will be able to follow the process through its various stages of planning and decision making until a proposed transit project is selected. Anyone should be able to trace the results of the TPAP, using the evaluation approaches and methodology that support the decision making process. Means of achieving transparency can include, but are not limited to:

- Using appropriate, well-established and easily understood evaluation methods;
- Making the process clear, transparent and logical;
- Sharing complete information with all interested persons to support conclusions and recommendations at each phase in the TPAP; and,
- Documenting the process in an easy to understand language which clearly explains the rationale for making certain choices and decisions.

It is also the Ministry of the Environment and Climate Change's expectation that proponents provide sufficient information about the potential environmental effects (both positive and negative) of the proposed transit project described in an EPR in order to demonstrate that the proposed transit project achieves environmental protection. Proponents should prepare technical studies using the best available data; carefully select their assessment and evaluation methods to analyze their proposal; and, use sound scientific, engineering and planning practices in the preparation of an EPR. Consultation with the regulatory agencies, Aboriginal communities and potentially affected persons may assist the proponent in selecting appropriate analytical tools or information to be included in the planning process. Proponents should be aware that while available and published data can be used in the earlier steps in the TPAP, it is expected that there will be a transition to original field work, surveys, studies and reports for analysis and evaluation in the later stages. The level of detail will increase as the TPAP proceeds.

Each EPR is unique. As a result, the level of detail and required information will vary by undertaking or the stage in the planning process. The appropriate level of detail depends on a number of factors, such as the number of approvals required; the nature and complexity of the proposed transit project; the potential for environmental effects of the proposed transit project; and the level of public interest. The level of detail presented in an EPR should be sufficient to fulfil the requirements of the Transit Projects Regulation and assure regulatory agencies, Aboriginal communities and potentially affected persons that a proposed transit project is technically feasible, achieves environmental protection and address the problem or opportunity that prompted the TPAP.

Section 1 Introduction

- a) Section 1, entitled "introduction", provides an overview of the TPAP that was carried out to address the requirements under the Transit Regulation for the proposed Transit Project. Although it is understood from the overview that the Ministry of Transportation is the proponent of the proposed Transit Project described in the draft EPR, it is not clear how the Ministry will have charge, management or control over the construction and operation and decommissioning of the proposed Transit Project. It is suggested that consideration be given to providing an explanation about the Ministry of Transportation's roles and responsibilities during the TPAP. It is also suggested that consideration be

given to explaining how the Ministry of Transportation will have charge, management or control over the implementation and operation of the proposed Transit Project described in the draft EPR.

- b) Section 1.3, entitled "Study Area", identifies the geographical area that represents the study area in which activities associated with the construction and operation of the proposed undertaking described in the draft EPR will take place. The study area encompasses a section of 407 Transitway corridor, from west of Kennedy Road in the Town of Markham in the Region of York to east of Brock Road in the City of Pickering in the Region of Durham, including an area of 500 meters on each side of the alignment. Although it is understood that the boundaries of the EPR study area represent the area in which the proposed Transit Project will be located, it is not clear as to whether the boundaries identified adequately represent the geographical area within which the potential effects of the activities associated with the construction and operation of the proposed Transit Project are likely to occur.

In accordance with the requirements of subsection 9.(2)6 of the Transit Regulation, an EPR is to include an assessment and evaluation of the potential impacts of the preferred method of carrying out a transit project described in the ERP on the environment. In order to properly address this requirement, an EPR must define the geographic boundaries that can be reasonably expected to be potentially affected by a transit project being considered as part of the TPAP. The geographic area should be large enough to incorporate all areas that may be potentially affected, both directly and indirectly, by the proposed transit project. The geographical boundaries of the EPR study area allow interested government agencies, Aboriginal communities and members of the public to focus their attention on only those areas that are reasonable expected to be potentially affected by a transit project being considered as part of the TPAP.

The Ministry of the Environment and Climate Change is concerned that the boundaries of the draft EPR study area may not adequately represent a geographical area that is large enough to account for all the areas within which the potential effects of the proposed Transit Project may be reasonably expected to occur. As a result, it may be difficult for interested government agencies, Aboriginal communities and members of the public to determine whether the proposed undertaking may impact their respective jurisdictional mandates, Aboriginal rights and interests.

It is the expectation of the Ministry of the Environment and Climate Change that the boundaries of the draft EPR study area will be revised to ensure that they accurately represent the broad geographic area within which the effects and potential effects, both direct and indirect, of the proposed Transit Project being considered as part of TPAP are likely to occur. This should include providing an explanation as to how the boundaries of the study area were determined, and the rationale that supports their selection. Alternatively, if revisions are deemed not to be required, an explanation should be provided to clarify how it has been determined that the boundaries of the study area accurately represent the broad geographic area within which the effects and potential effects, both direct and indirect, of the proposed Transit Project being considered as part of the TPAP are likely to occur.

Section 3 Existing Conditions

- a) Subsection 3.14, entitled “Groundwater”, identifies that Wellhead Protection Areas and municipal water wells are absent from the EPR Study Area; however, there is no information about any existing groundwater features within the EPR study area. Although there may not be any wells used as drinking water sources in the EPR study area, there still may be a potential for impacts to groundwater resulting from the construction and operation of the undertaking described in the draft EPR. It is therefore suggested that consideration be given to providing a description of the existing groundwater features within the EPR study area.
- b) Subsection 3.14, entitled “Groundwater”, explains, that according to mapping from the Regional Municipalities of York and Durham, wellhead protection areas and municipal wells are absent from the EPR Study Area. Although it is understood that there is an absence of drinking water wells in the draft EPR study area, there is no information about the existence of Source Water Protection Areas or Intake Protection Zones.

It should be noted that the province of Ontario has a multi-barrier approach to protecting drinking water. The first step is protecting surface and ground water that supply municipal drinking water systems. This is called source protection; and, source water protection is to be considered as part of the TPAP. The Ministry of the Environment and Climate Change is concerned that the description of the exiting conditions within the draft EPR study area does not adequately confirm that there are no areas of source water protection. It is therefore suggested that consideration be given to confirming and describing the existence of any Source Water Protection Areas and Intake Protection Zones that may be located within the draft EPR study area.

- c) Subsection 3.4, entitled “Traffic Operations”, includes a description of the potential traffic impacts of the proposed Transit Project station locations on the draft EPR study area road network. Given that the purpose of describing the EPR study area is to establish an inventory of the existing baseline environmental conditions against which the potential impacts of the proposed transit project described in the EPR will be assessed, it is not understood why an assessment of recommended station locations and associated impacts are discussed. It is suggested that consideration be given to explaining why the potential traffic impacts of the proposed Transit Project station locations on the draft EPR study area road network are being discussed as part of the description of the draft EPR study area. Alternatively, the assessment of station locations impacts should be moved to Section 4 of the draft EPR.

Section 4 Identification of Alternatives

- a) Section 4.1, entitled “Rapid Transit Technology”, explains that an evaluation of alternative Rapid Transit Technology was previously carried out for the entire 407 Transitway, as part of a separate TPAP; and, that Bus Rapid Transit was determined to be the preferred technology. Although it is understood that Bus Rapid Transit has been determined to be the preferred technology for the proposed Transit Project, there is no explanation about the rationale that supports this conclusion. It is suggested that consideration be given to explaining how it was determined that Bus Rapid Transit Technology was the preferred technology for the entire 407 Transitway.

- b) Subsection 4.3, entitled “Identification and Evaluation of Station Alternatives”, provides an explanation about how alternative station sites were identified and evaluated as part of the TPAP for the proposed Transit Project. Although an outline of the evaluation of station sites and the conclusions reached have been presented in table form, there is no information about the methodology that was applied in determining a reasonable range of alternative station sites or how each station site was compared and evaluated. It is suggested that consideration be given to providing a more detailed explanation about how each alternative station location was identified and compared. In particular, it is suggested that an explanation be provided to clarify how the evaluation criteria used to identify and compare potential station sites was developed, applied and measured.
- c) Subsection 4.4, entitled “Alignment Alternatives”, discusses the process that was carried out to identify and develop the preliminary horizontal and vertical alignment alternatives of the proposed Transit Project. Although the key steps in the identification and development of the preliminary alignment alternatives of the proposed Transit Project have been identified, there is no information about the methodology that was applied in determining a reasonable range of horizontal and vertical alignment alternatives or how each alternative alignment was compared and evaluated. It is suggested that consideration be given to providing a more detailed explanation about the how each alternative horizontal and vertical alignment was identified and compared. In particular, it is suggested that an explanation be provided to clarify how the evaluation criteria used to identify and compare potential alignments was developed, applied and measured.

Section 5 Preferred Alternative

- a) Subsection 5, entitled “Preferred Alternative”, provides a description of the technically preferred Transit Project alternative that has been determined through the completion of the TPAP. It should be noted that in accordance with Section 9.2(2) of the Transit Regulation an EPR must contain a final description of the proposed Transit Project for which approval under the Regulation is being sought. Therefore, in keeping with the requirements set forth in the Transit Regulation, and the expectations set forth in the Guide to Ontario’s Transit Project Assessment Process, it is suggested that consideration be given to renaming this Section “Final Project Description”.
- b) Subsection 5, entitled “Preferred Alternative”, provides a description of the technically preferred Transit Project alternative that has been determined through the completion of the TPAP. It has been noted that the description of the proposed Transit Project for which approval under the Transit Regulation is being sought states that the proposed Transit Project will either operate as Bus Rapid Transit Technology (using single or double-decker coaches) or as Light Rail Transit Technology (using electrified multiple-unit trains up to 100 meters in length). It is understood the that the draft EPR only seeks approval for the construction and operation of a Bus Rapid Transitway; however, the description of technically preferred Transit Project alternative seems to suggest that approval will be sought to construct and operate a Bus Rapid Transit system and a Light Rail Transit system.

It is the expectation of the Ministry of the Environment and Climate Change that it be clarified that the draft EPR seeks approval under the Transit Regulation to construct and operate a proposed Transit Project that uses Bus Rapid Transit Technology. Although the draft EPR does acknowledge that the proposed Transit Project may be converted to

Light Rail Transit Technology in the future, it should be clear that conversion to Light Rail Transit Technology will be the subject of a separate TPAP.

- c) Subsection 5, entitled “Preferred Alternative”, provides a description of the technically preferred Transit Project alternative that has been determined through the completion of the TPAP. It is understood that the description of the proposed Transit Project outlines the functional requirements and design principles that support service design and that the final configuration of the proposed Transit Project is to be confirmed and assessed after the completion of the TPAP. The Ministry of the Environment and Climate Change is concerned that the level of detail provided as part of the description of the proposed Transit Project may be inconsistent with the requirements of the Transit Regulation; and, that because the proposed Transit Project described in the draft EPR may be revised after the completion of the TPAP it may be considered reasonable to assume that the proposed Transit Project that is to be implemented may be inconsistent with the description of the proposed Transit Project presented in the draft EPR.

It should be noted that the Transit Regulation exempts certain proponents of Transit Projects from Part II of the Environmental Assessment Act, provided the requirements of the Regulation are met. In particular, a proponent of a transit project proceeding under the Transit Regulation is required to prepare and submit an EPR that documents the transit assessment process that was followed and the conclusions that were reached. This includes, but is not limited to, providing an explanation about how the transit assessment process was carried out; a summary about how the conclusions of the assessment process were reached; and, a description of the transit project that has been determined through the TPAP. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including a description of the preferred method of carrying out the undertaking. The final description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

The Ministry of the Environment and Climate Change is concerned that the approach by the Ministry of Transportation to describe portions of the proposed Transit Project at a functional level of design may be inconsistent with the requirements of Section 9.2(2) of the Transit Regulation. Under the Transit Regulation there is an expectation that an EPR will include a final description of the transit project that a proponent proposes to implement, and that the transit project will implement as described in the EPR. It is considered inappropriate and contrary to the spirit of the Transit Regulation for a proponent to include a description of a transit project in an EPR that may be revised or changed, and is therefore likely to be different from the transit project that is eventually implemented. This is because only the transit project described in an EPR is exempt from Part II of the Environmental Assessment Act. Knowingly considering the implementation of a transit project that may differ from the transit project described in an EPR could be considered a violation of Section 5(3) of the Environmental Assessment Act, which prohibits proceeding with an undertaking prior to receiving approval under the Act.

It should be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a transit project described in an EPR be required after the completion of the TPAP. The addendum process is intended to address the possibility that in implementing a transit project certain modifications may have to be

made that are inconsistent with the description of a transit project provided in an EPR. Any changes to the description of a transit project presented in an EPR that are made without having completed the Transit Regulation addendum process will not have been exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

It is the Ministry of the Environment and Climate Change's expectation that that the final EPR for the proposed Transit Project will include a final description of the transit project for which approval under the Transit Regulation is being sought, including a description of each of the components that are to form part of the proposed transit project that will be implemented following the completion of the TPAP.

- d) Subsection 5.1.1, entitled "Alignment Design Guidelines", provides a brief summary of the design standards used to develop the horizontal and vertical runningway alignments of the proposed Transit Project. It is not understood how the identified design standards were considered during the process that was carried out to identify and develop the preliminary horizontal and vertical alignment alternatives of the proposed Transit Project. It is requested that an explanation be provided to clarify how the design standards used to develop horizontal and vertical runningway alignments were considered and incorporated into the evaluation and assessment process used to identify and develop the preliminary horizontal and vertical alignment alternatives of the proposed Transit Project.
- e) Subsection 5.1.1, entitled "Alignment Design Guidelines", provides a brief summary of the design standards used to develop the horizontal and vertical runningway alignments of the proposed Transit Project. Given that the purpose of Section 5 of the draft EPR is to provide a description of the technically preferred Transit Project alternative that has been determined through the completion of the TPAP, it is not understood why the design standards used to develop the horizontal and vertical runningway alignments of the proposed Transit Project are discussed. It is suggested that consideration be given to explaining why the design standards used to develop the horizontal and vertical runningway alignments of the proposed Transit Project are being discussed as part of the description of the proposed Transit Project for which approval under the Transit Regulation is being sought. Alternatively, the summary of design standards used to develop the horizontal and vertical runningway alignments of the proposed Transit Project should be moved to Section 4 of the draft EPR.
- f) Subsection 5.1.2, entitled "Alignment Criteria" identifies the criteria used in the development of both horizontal and vertical runningway alignments for the proposed Transit Project. It is not understood how the criteria used in the development of both horizontal and vertical runningway alignments were considered during the process to identify and develop the various preliminary horizontal and vertical alignment alternatives. It is requested that an explanation be provided to clarify how the criteria used in the development of both horizontal and vertical runningway alignments were considered and incorporated into the evaluation and assessment process used to identify and develop the preferred preliminary horizontal and vertical alignment alternatives of the proposed Transit Project.
- g) Subsection 5.1.2, entitled "Alignment Criteria" identifies the criteria used in the development of both horizontal and vertical runningway alignments for the proposed Transit Project. Given that the purpose of Section 5 of the draft EPR is to provide a

description of the technically preferred Transit Project alternative that has been determined through the completion of the TPAP, it is not understood why the evaluation criteria used in the development of the horizontal and vertical runningway alignments for the proposed Transit Project are discussed. It is suggested that consideration be given to explaining why the criteria used in the development of both horizontal and vertical runningway alignments for the proposed Transit Project are being discussed as part of the description of the undertaking for which approval under the Transit Regulation is being sought. Alternatively, the identification of the criteria used in the development of both horizontal and vertical runningway alignments for the proposed Transit Project should be moved to Section 4 of the draft EPR.

- h) Subsection 5.1.3, entitled “Runningway Alignment”, explains that the preferred horizontal and vertical runningway alignment for the proposed Transit Project and corresponding footprint are presented in the drawings on Plates 01 to 28 at the end of Section 5 of the draft EPR. Although a visual representation of the proposed Transit Project for which approval under the Transit Regulation is being sought has been provided, there is an expectation set forth in the Guide: Ontario’s Transit Project Assessment Process that an EPR include a description of the transit project for which approval under the Transit Regulation is being sought in the form of a narrative.

It should be noted that the description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including each component that is to form part of the Transit Project that is to be implemented following the completion of the TPAP.

It is the expectation of the Ministry of the Environment and Climate Change that the final EPR for the proposed Transit Project include a final description of the Transit Project that has been determined through the TPAP, including a description of the preferred method of carrying out each component of the proposed Transit Project.

- i) Subsection 5.1.4, entitled “Runningway Alignment”, explains that the various typical cross sections of the runningway alignments for the proposed Transit Project are illustrated in Figures 5-1 to 5-6 of the draft EPR. Although a visual representation of the various typical cross sections of the runningway that form the proposed Transit Project for which approval under the Transit Regulation is being sought have been provided, there is an expectation set forth in the Guide: Ontario’s Transit Project Assessment Process that an EPR include a description of the transit project for which approval under the Transit Regulation is being sought in the form of a narrative.

It should be noted that the description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including each component that is to form part of the Transit Project that is to be implemented following the completion of the TPAP.

It is the expectation of the Ministry of the Environment and Climate Change that the final EPR for the proposed Transit Project include a final description of the Transit Project that has been determined through the TPAP, including a description of the preferred

method of carrying out each component of the proposed Transit Project. This is to include, but not be limited to, providing a detailed final description of each of the cross sections of the runningway that form the Transit Project for which approval under the Transit Regulation is being sought.

- j) Subsection 5.2.2, entitled “Stations Design Criteria”, identifies the functional requirements and design principles that form the criteria used in the design of the proposed stations that support the proposed Transit Project, and that are to be used in the functional specifications of the final detailed design. It is not understood how the functional requirements and design principles were considered during the process that was carried out to identify and evaluate station alternatives for the proposed Transit Project. It is requested that an explanation be provided to clarify how the functional requirements and design principles used were considered and incorporated into the evaluation and assessment process to identify and develop the proposed stations of the proposed Transit Project.
- k) Subsection 5.2.2, entitled “Stations Design Criteria”, identifies the functional requirements and design principles that form the criteria used in the design of the proposed stations that support the proposed Transit Project, and that are to be used in the functional specifications of the final detailed design. Given that the purpose of Section 5 of the draft EPR is to provide a description of the proposed Transit Project that has been determined through the completion of the TPAP, it is not understood why the functional requirements and design principles that form the criteria used in the design of the proposed stations of the proposed Transit Project are discussed. It is suggested that consideration be given to explaining why the functional requirements and design principles that form the criteria used in the design of the proposed stations of the proposed Transit Project are being discussed as part of the description of the proposed Transit Project for which approval under the Transit Regulation is being sought. Alternatively, the functional requirements and design principles that form the criteria used in the design of the proposed stations of the proposed Transit Project should be moved to Section 4 of the draft EPR.
- l) Subsection 5.2.3, entitled “Station Layouts”, provides a description of the preferred alternative designs for the five proposed stations of the proposed Transit Project for which approval under the Transit Regulation is being sought. It is stated that the final configurations of all stations will be confirmed or revised after the completion of the TPAP. The Ministry of the Environment and Climate Change is concerned that the proposed Transit Project described in the draft EPR may not be final, and that revisions may be carried out which could result in the implementation of a transit project that may be inconsistent with the description of the proposed Transit Project presented in the draft EPR.

In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including a description of the preferred method of carrying out the undertaking. The final description of a transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. It is considered inappropriate and contrary to the spirit of the Transit Regulation for a proponent to include a description of a transit project in an EPR that may be revised or changed, and therefore likely be different from the transit project that is to be implemented. This is because only the transit project that is described in an EPR is exempt from Part II of the

Environmental Assessment. It should be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a transit project described in an EPR be required after the completion of the TPAP. The addendum process is intended to address the possibility that in implementing a transit project certain modifications may have to be made that are inconsistent with the description of a transit project provided in an EPR. Any changes to the description of a transit project presented in an EPR that are made without having completed the Transit Regulation addendum process will not have been exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

It is the Ministry of the Environment and Climate Change's expectation that the final EPR for the proposed Transit Project include a final description of the proposed Transit Project for which approval under the Transit Regulation is being sought, including a final description of each of the stations that form the proposed Transit Project that has been determined through the TPAP.

- m) Subsection 5.3, entitled "Structures", identifies that the proposed Transit Project for which approval under the Transit Regulation is being sought includes a total of 17 new structures. The proposed structures have been classified into four categories; watercourse crossings, arterial crossings, minor road crossings and rail crossings. A brief summary of each of the 17 structures is provided in table form. Although a proposed structure type has been identified for each of the 17 structures that form the Transit Project for which approval under the transit regulation is being sought in Table form, there is an expectation set forth in the Guide: Ontario's Transit Project Assessment Process that an EPR include a description of the transit project will be presented in the form of a narrative.

It should be noted that the description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a "final description" of the transit project that is to be implemented, including each component that is to form part of the Transit Project that is to be implemented following the completion of the TPAP.

It is the expectation of the Ministry of the Environment and Climate Change that the final EPR for the proposed Transit Project include a final description of the Transit Project that has been determined through the TPAP, including a description of the preferred method of carrying out each component of the proposed Transit Project. This is to include, but not be limited to, providing a final description of each of the structures that will form the proposed Transit Project for which approval under the Transit Regulation is being sought.

- n) Subsection 5.3, entitled "Structures", identifies that the proposed Transit Project for which approval under the Transit Regulation is being sought includes a total of 17 new structures. The proposed structures have been classified into four categories; watercourse crossings, arterial crossings, minor road crossings and rail crossings. A brief summary of each of the 17 structures is provided in table form. It has been noted, that for water crossings, it is stated that the actual bridge spans will be confirmed during the detailed design phase that will follow the completion of the TPAP.

In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including a description of the preferred method of carrying out the undertaking. The final description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. It is considered inappropriate and contrary to the spirit of the Transit Regulation for a proponent to include a description of a transit project in an EPR that may be revised or changed, and therefore likely be different from the transit project that is to be implemented. This is because only the transit project that is described in an EPR is exempt from Part II of the Environmental Assessment Act. It should be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a transit project described in an EPR be required after the completion of the TPAP. The addendum process is intended to address the possibility that in implementing a transit project certain modifications may have to be made that are inconsistent with the description of a transit project provided in an EPR. Any changes to the description of a transit project presented in an EPR that are made without having completed the Transit Regulation addendum process will not have been exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

It is the expectation of the Ministry of the Environment and Climate Change that the final EPR for the proposed Transit Project include a final description of the Transit Project that has been determined through the TPAP, including a description of the preferred method of carrying out each component of the proposed Transit Project. This is to include, but not be limited to, providing a description of each of the structures that will form the proposed Transit Project for which approval under the Transit Regulation is being sought.

- o) Subsection 5.3, entitled “Structures”, identifies that the proposed Transit Project for which approval under the Transit Regulation is being sought includes a total of 14 new structural culverts. Although a proposed structure culvert type and size has been identified for each of the 14 structural culverts that form the Transit Project for which approval under the transit regulation is being sought in Table form, there is an expectation set forth in the Guide: Ontario’s Transit Project Assessment Process that an EPR include a description of the transit project will be presented in the form of a narrative.

It should be noted that the description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including each component that is to form part of the Transit Project that is to be implemented following the completion of the TPAP.

It is the expectation of the Ministry of the Environment and Climate Change that the final EPR for the proposed Transit Project include a detailed final description of the Transit Project that has been determined through the TPAP, including a description of the preferred method of carrying out each component of the proposed Transit Project. This is to include, but not be limited to, providing a final description of each of the structural culverts that form the Transit Project for which approval under the Transit Regulation is being sought.

- p) Subsection 5.4.1, entitled “Storm Water management and Drainage”, explains that a Storm Water Management strategy has been developed for the stations and parking areas that form part of the proposed Transit Project for which approval under the Transit Regulation is being sought. The Ministry of the Environment and Climate Change is concerned that the level of detail provided about the Storm Water Management strategy may be inconsistent with the requirements of the Transit Regulation.

It should be noted that in accordance with the requirements of the Transit Regulation an EPR should identify the potential impacts that may result from the implementation of a transit project and the proposed mitigation measure that will be applied to address these potential impacts. In accordance with Section 9.1(7) of the Transit Regulation an EPR must include a description of any measures proposed by the proponent for mitigating any negative impacts that the preferred method of carrying out a transit project might have on the environment. This should include, but is not limited to, providing sufficiently detailed information about the assessment and evaluation of the impacts associated with the final description of a transit project; a description of the potential impacts a transit project may have on the environment as defined under the Environmental Assessment Act, which include: the natural environment; social environment; economic environment; cultural environment; and, built environment; and, a description of any proposed measures for mitigating the negative impacts identified.

It is the Ministry of the Environment and Climate Change’s expectation that the final EPR for the proposed Transit Project will include a description of the proposed Storm Water Management Plan that will be used to mitigate the potential impacts on the existing watercourses and drainage patterns that may arise from the implementation of the proposed Transit Project for which approval under the transit regulation is being sought.

- q) Subsection 5.10, entitled “Maintenance and Storage Facility”, explains that a maintenance yard and service yard that have received approval through separate processes under the Environmental Assessment Act have been identified to support the operation of the proposed Transit Project. It is unclear as to whether the assessment and evaluation process that was used to obtain approval under the Environmental Assessment Act for the identified maintenance yard and service yard considered the operational needs of the proposed Transit Project described in the draft EPR. It is also not clear whether the potential impacts associated with operational needs of the proposed Transit Project were considered in the assessment and evaluation process that was used to obtain approval under the Environmental Assessment Act for the identified maintenance yard and service yard.

It is the Ministry of the Environment and Climate Change’s expectation that an explanation will be provided about how the operational needs of the proposed Transit Project described in the draft EPR were considered in the evaluation and assessment process used to obtain approval under the Environmental Assessment Act for the identified maintenance yard and service yard. It is also suggested that consideration be given to explaining how the potential impacts on the identified maintenance yard and service yard associated with operational needs of the proposed Transit Project described in the draft EPR have been identified and addressed.

- r) Subsection 5.10, entitled “Maintenance and Storage Facility”, explains that a maintenance yard and service yard that have received approval through separate processes under the Environmental Assessment Act have been identified to support the

operation of the proposed Transit Project. Although it is understood that the previously approved maintenance yard and service yard will be used to support the operation of the proposed Transit Project, there is no explanation as to how these facilities will be integrated with the proposed Transit Project. It is suggested that consideration be given to providing an explanation about how the identified maintenance yard and service yard will function in relation to the operation of the proposed Transit Project.

- s) Subsection entitled “Maintenance and Storage Facility”, explains that in addition to the existing maintenance yard and service yard there is an opportunity for a temporary bus garage at the proposed Rossland Road Station; and, that a decision on this will be taken based on implementation timing of the Rossland Road Extension and the highway 407 and Rossland Road Interchange after the conclusion of the TPAP. The Ministry of the Environment and Climate Change is concerned that postponing the determination of a component of the Transit Project until after the completion of the TPAP may be inconsistent with the requirements of the Transit Regulation.

It should be noted that the description of a transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including a description of the preferred method of carrying out the undertaking and a description of the other methods that were considered.

It is the Ministry of the Environment and Climate Change’s expectation that the final EPR for the proposed Transit Project will include a final description of the Transit Project for which approval under the Transit Regulation is being sought, including each component that is to form part of the proposed Transit Project and the preferred method of carrying out each component. This should include, but not be limited to, providing a final description of the proposed temporary bus garage.

- t) Subsection entitled “Maintenance and Storage Facility”, explains that a maintenance yard and service yard that have received approval through separate processes under the Environmental Assessment Act have been identified to support the operation of the proposed Transit Project. In addition, it is explained that there is also an opportunity for a temporary bus garage at the proposed Rossland Road Station. Although it has been identified that a maintenance yard, service yard and temporary bus garage form the Transit Project for which approval under the Transit Regulation is being sought, the draft EPR does not include a description of these proposed components.

It should be noted that the description of a transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented.

It is the Ministry of the Environment and Climate Change’s expectation that the final EPR for the proposed Transit Project will include a final description of the Transit Project for which approval under the Transit Regulation is being sought, including each component that is to form part of the Transit Project that is to be implemented following the completion of the TPAP. This should include, but not be limited to, providing a final description of the proposed maintenance yard, service yard and temporary bus garage.

- u) Subsection 5.11, entitled “Flexibility in the Design of the Proposed Footprint”, explains that an assessment of existing environmental conditions and detailed field investigations covered an area sufficiently broad to minimize potential addenda to the TPAP in case of station facility expansions and/or variations in the footprint of the runningway and associated facilities. The Ministry of the Environment and Climate Change is concerned that proposed manner in which refinements to the proposed Transit Project described in the draft EPR are to be carried forward may be inconsistent with the requirements of the Transit Regulation.

In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented. The final description of the transit project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation. It is considered inappropriate and contrary to the spirit of the Transit Regulation for a proponent to include a description of a transit project in an EPR that may be revised or changed, and therefore likely be different from the transit project that is to be implemented. This is because only the transit project that is described in an EPR is exempt from Part II of the Environmental Assessment Act.

It is understood that the final description of a proposed transit project may be subject to potential minor changes after the conclusion of the TPAP. In situations where it is contemplated that a potential minor change to the description of a proposed transit project may be required, the description of the transit project presented in an EPR must clearly identify where the change may occur and the rationale to support why the change may be considered necessary. Although it is considered appropriate for an EPR to contemplate how certain aspects of a proposed transit project may be subject to potential minor changes after the completion of the TPAP, any changes to a transit project described in an approved EPR after the completion of the TPAP are subject to the requirements of Section 15 of the Transit Regulation.

It should be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a Transit Project described in an EPR be required after the completion of the TPAP. The addendum process is intended to address the possibility that in implementing a Transit Project certain modifications may have to be made that are inconsistent with the description of a Transit Project provided in an EPR. Any changes to the description of a Transit Project presented in an EPR that are made without having completed the Transit Regulation addendum process will not have been exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

It is the expectation of the Ministry of the Environment and Climate Change that an explanation will be provided in the final EPR to clarify what, if any, elements or aspects of the final description of the proposed Transit Project may be subject minor changes. This should include clearly describing the rationale that supports why a minor change may be required; and, an explanation about how the potential minor change has been considered and assessed as part of the TPAP. It is also expectation of the Ministry that should the proposed Transit Project described in the final EPR be subject to potential minor changes after the issuance of a Statement of Completion, the Ministry of Transportation will prepare an EPR addenda, in accordance with the requirements of Section 15 of the Transit Regulation. It is therefore suggested that the final EPR for the proposed Transit Project include an explanation about how a change to a Transit Project

described in the EPR may be carried out after the issuance of a Statement of Completion; and, that the explanation should accurately reflect the requirements of Section 15 of the Transit Regulation.

Section 6 Impact Assessment, Mitigation and Monitoring

- a) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 6.0 does not adequately describe or explain the methodology that was used to identify and evaluate the potential effects of the proposed Transit Project on the TPAP study area environment.

The Ministry of the Environment and Climate Change considers the identification and evaluation of potential effects a key component of the TPAP. An EPR should clearly explain the methodology that was used to identify and evaluate potential effects of a proposed transit project for each component of the study area environment, as defined under the Environmental Assessment Act, which include: the natural environment; social environment; economic environment; cultural environment; and, built environment. The purpose of which is to ensure that the identification and evaluation of potential impacts to each component of the study area environment is undertaken in a systematic, transparent and replicable manner. It is the Ministry's expectation that the identification and evaluation of potential effects should be consistent with the principles of good environmental planning; and, the guidance set forth in the Ministry's Code of Practice for Preparing and Reviewing Environmental Assessments in Ontario (2008) and the Guide to Ontario's Transit Assessment Process (2009).

It is advised that the final EPR for the proposed Transit Project include a more detailed summary of the methodology that was used in identifying and evaluating the potential effects of the proposed Transit Project on the TPAP study area environment. In particular, it is suggested that an explanation be provided to clarify how the potential effects were identified and considered; how each potential effect was evaluated in order to determine its significance; how the net effects of the proposed Transit Project were assessed, evaluated and compared; and, how the consideration of stakeholder participation and consultation throughout the TPAP influenced the assessment and evaluation process.

- b) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 6.0 of the draft EPR does not adequately describe or explain the methodology that was used to identify and evaluate the potential mitigation measures to address the potential effects of the proposed Transit Project on the TPAP study area environment.

It should be noted that in accordance with the requirements Section 9.1(7) of the Transit Regulation, an EPR must include a description of any measures proposed by the proponent for mitigating any negative impacts that the preferred method of carrying out a transit project might have on the environment. This should include, but is not limited to, providing sufficiently detailed information about the assessment and evaluation of all proposed measures for mitigating the negative impacts the preferred method of carrying out the transit project might have on the environment, as defined under the Environmental Assessment Act, which include: the natural environment; social environment; economic environment; cultural environment; and, built environment.

It is the expectation of the Ministry of the Environment and Climate Change that a proponent will prepare an EPR in accordance with the requirements of the Transit Regulation that identifies and considers all proposed measures for mitigating the potential negative impacts that a proposed Transit Project may have on the EPR Study Area. It is therefore suggested that consideration be given to ensuring that the final EPR for the proposed Transit Project include a description of any proposed measures for mitigating any potential negative impacts the proposed Transit Project may have on the EPR Study Area environment.

- c) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 6.0 of the draft EPR does not adequately explain how it was determined that certain potential effects on the TPAP study area environment were concluded to result in no negative net effects. It is the expectation of the Ministry of the Environment and Climate Change that an explanation will provided to clarify how it was concluded that the proposed mitigation measure to address potential impacts to the TPAP study area environment will result in no negative net effects; and, how the proposed mitigation measure will meet or exceed all regulatory standards, guidelines and expectations.
- d) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 6.0 of the draft EPR does not adequately describe or explain the monitoring that will be carried out to ensure the effectiveness of the mitigation measures proposed to address the potential effects of the proposed Transit Project on the TPAP study area environment.

It should be noted that in accordance with the requirements Section 9.1(8) of the Transit Regulation, an EPR must include a description of the means a proponent proposes to use to monitor or verify their effectiveness of any proposed mitigation measures. A proponent must prepare an EPR in accordance with the requirements of the Transit Regulation, which should include identifying how the mitigation measures proposed to address the potential effects of the proposed Transit Project on the TPAP study area environment will be monitored. It is therefore the expectation of the Ministry that the final EPR for the proposed Transit Project include a description of any proposed monitoring that will be carried out to ensure the effectiveness of the mitigation measures proposed to address the potential effects of the proposed Transit Project on the TPAP study area environment.

- e) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 6.0 of the draft EPR does not adequately identify whether or not consultation with potentially effected federal, provincial or local regulatory agencies was carried out as part of the impact assessment process.

A key step in the evaluation of net effects process is consultation with potentially effected regulatory agencies that may have a jurisdictional or regulatory mandate affected by the proposed undertaking. The purpose of which is to incorporate specific information or guidance from regulatory agencies on matters that may be considered provincially important. It is the expectation of the Ministry of the Environment and Climate Change that proponents will consult with any government agencies that may have a jurisdictional or regulatory mandate affected by a proposed transit project. In addition, an EPR should provide adequate details about the results of the consultation process and how the input

obtained from relevant government agencies was considered during the the impact assessment process.

It is advised that the final EPR for the proposed Transit Project include a brief overview of any consultation that was undertaken with relevant government agencies during the impact assessment process; a summary of the results of any consultation; and, and explanation about how the input obtained from relevant government agencies was considered during the impact assessment process.

Section 7 Implementation

- a) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 7.0 of the draft EPR does not include any information about the anticipated cost or budget associated with the implementation of the proposed Transit Project. There is also no information about the anticipated commencement dates for the construction and subsequent operation of the facility. It is advised that that the final EPR for the proposed Transit Project include a brief overview of the implementation schedule for the proposed Transit Project. The overview should include, but not be limited to, a rough estimate of the cost of implementing the proposed Transit Project; the anticipated start date of construction; a proposed schedule for construction; and, the anticipated date upon which the transit Project will become operational. It is also advised that the final EPR should include an explanation about the roles and responsibilities of any participants taking part in the implementation of the proposed Transit Project.
- b) Subsection 7.2, entitled "Project Implementation Phasing Strategy", explains that the proposed Transit Project will initially be built as an exclusive, all grade separated, two lane road and operated with buses; however, the preliminary design of the proposed Transit Project has been developed to accommodate conversion to Light Rail Transit technology. It is further stated that approval of the proposed Transit Project will enable the Ministry of Transportation to pursue the conversion of the proposed Transit Project to Light Rail Transit technology. The Ministry of the Environment and Climate Change is concerned that proposed manner in which the potential conversion of the proposed Transit Project to Light Rail Transit technology is inconsistent with the requirements of the Transit Regulation.

It should be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a Transit Project described in an EPR be required after the completion of the TPAP. It is the Ministry of the Environment and Climate Change's expectation that a proponent will prepare an EPR addenda, in accordance with the requirements of the Transit Regulation, to identify and consider any changes or differences to the description of a Transit Project presented in an EPR that may be required after the issuance of a Statement of Completion.

Please note that the description and evaluation of the proposed Transit Project does not adequately consider the potential impacts, mitigation measures and monitoring commitments that would be necessary to support approval for the potential conversion of the proposed Transit Project to Light Rail Transit technology.

It is suggested that consideration be given to ensuring that any reference or clarification about how a change to the description of the proposed Transit Project in the final EPR

accurately reflect the amending procedures identified in Section 15 of the Transit Regulation and the expectations set forth in the Ministry of the Environment and Climate Change's Guide: Ontario's Transit Project Assessment Process. Any reference suggesting that the current TPAP and associated EPR seeks approval for the potential conversion of the proposed Transit Project to Light Rail Transit technology should be removed.

Section 8 Consultation

- a) The Ministry of the Environment and Climate Change's review of the draft EPR has noted that Section 8.0 of the draft EPR has not been completed. In completing this Section please be advised that public consultation is required for all projects that are subject to the TPAP; and, that proponents are required to consult with any person, group, Aboriginal community or regulatory agency that may be potentially interested in the transit project. Consultation allows the proponent to:
- Properly identify, inform or notify persons, groups and regulatory agencies that may be potentially affected by the transit project;
 - Identify and assess the range of potential environmental impacts of the transit project; and,
 - Respond to the concerns of interested persons, groups or regulatory agencies that may be affected by some aspect of the project.

It is the responsibility of the proponent to design and implement an appropriate consultation program for engaging any person, group or regulatory agency that may be interested in the transit project. The proponent's consultation program must include certain matters based on Section 8 of the Transit Projects Regulation and section 3.2 of the Ministry of the Environment's *Guide: Ontario's Transit Project Assessment Process*. This includes, but is not limited to, the following:

- Providing information about the basis on which the transit project was selected, which includes; the assessment and evaluation of the impacts of the transit project and other methods considered; the criteria for the assessment and evaluation of those impacts; and, any studies completed with respect to those impacts.
- Providing information about the proposed measures for mitigating any potential negative impacts of the transit project.
- Providing information about the way the proponent intends to monitor and verify the effectiveness of the proposed mitigation measures.
- Discussing with Aboriginal communities any constitutionally protected Aboriginal or treaty right that is identified as potentially being negatively impacted by the transit project.
- Discussing with Aboriginal communities any measures identified by the Aboriginal community for mitigating potential negative impacts on constitutionally protected Aboriginal or treaty rights.

Consideration should be given to expanding upon the description of the consultation carried out during the TPAP. It is suggested that the description of the consultation process include a summary of the results of the consultation process, and an explanation as to how the input obtained from interested members of the public,

government agencies and Aboriginal communities was considered during the preparation of the final EPR.

In addition, in order to qualify for the exemption in the Transit Projects Regulation, an EPR must contain a Consultation Record that includes, but is not limited to, the following:

- A description of the consultations and follow up efforts carried out with interested members of the public, government agencies and Aboriginal communities;
- A list of the interested members of the public, government agencies and Aboriginal communities who participated in the consultations;
- Summaries of the comments submitted by interested members of the public, government agencies and Aboriginal communities;
- A summary of any discussions with Aboriginal communities including discussions of any potential impacts of the transit project on constitutionally protected Aboriginal or treaty rights, and copies of all written comments submitted by Aboriginal communities; and,
- A description of what the proponent did to respond to concerns expressed by interested members of the public, government agencies and Aboriginal communities.

It is the Ministry of the Environment and Climate Change's expectation that when the final EPR for the proposed Transit Project is submitted to the Ministry, it will include the required Consultation Record; and, that a general overview of the Consultation Record will be included in the main body of the EPR.

- b) Subsection 8.3, entitled "Consultation with Aboriginal Communities", provides an overview of the Aboriginal consultation carried out during the TPAP and an identification of the Aboriginal communities that were engaged in consultation. The Ministry of the Environment and Climate Change is concerned that there may be a lack of detail about consultation with Aboriginal communities which may not allow a determination to be made as to whether the Aboriginal consultation requirements under the Transit Regulation have been met.

Consultation with Aboriginal communities during the TPAP is intended to allow a proponent to identify and respond to concerns that may be raised by Aboriginal communities; to provide an opportunity to receive information about potential Aboriginal concerns; and, to facilitate meaningful input into the review and development of a Transit Project. In addition, Aboriginal consultation is important because it is also used to identify any duty to consult that the Crown may have in relation to constitutionally protected Aboriginal or treaty rights that may be impacted by a Transit Project, and may be relied upon by the Crown. To the extent that any Crown duties of consultation may be triggered for a particular project, the Transit Regulation sets out some of the actions and procedural aspects of consultation that proponents are required to take with respect to consultation with Aboriginal communities. It should be noted that whether or not the Crown has a constitutional duty to consult with Aboriginal communities, proponents must still engage Aboriginal communities in consultation because Aboriginal communities are also considered interested stakeholders for the purposes of consultation in the TPAP.

Please be advised that the Transit Projects Regulation includes several specific requirements with respect to consulting with Aboriginal communities. Specifically, proponents are required to:

- Contact the Director of the Ministry of the Environment's Environmental Assessment Branch for a list of bodies that would be able to assist in identifying Aboriginal communities that may be interested in a transit project;
- Contact those bodies and request the bodies to identify Aboriginal communities.
- Give each Aboriginal community identified by those bodies and any other Aboriginal community that may be interested, a copy of the Notice of Commencement.
- Request the Aboriginal community to advise the proponent in writing of the nature of any interest it may have in the transit project when giving the Notice of Commencement.
- Ensure that the Aboriginal community is given the opportunity to participate in the consultation.
- Discuss potential negative impacts of the Transit Project on any constitutionally protected Aboriginal or treaty right that may be identified and the measures to mitigate these negative impacts; and,
- Respond to concerns expressed by the Aboriginal community.

It is the Ministry of the Environment and Climate Change's expectation that in delegating the procedural aspects of Aboriginal consultation to proponents considering projects under the Transit Regulation, proponents will make a consolidated effort to proactively engage Aboriginal communities throughout the TPAP, such as:

- Following up with telephone calls and electronic mail to ensure and confirm that potentially impacted Aboriginal communities are aware of the transit project;
- Providing Aboriginal communities with notification of consultation events such as open houses and meetings;
- Confirming receipt of any relevant transit project documentation, and other information when requested.
- Considering providing flexibility and the unique needs of Aboriginal communities, such as additional time to review documents, language requirements, communication styles/preferences and access to communication tools.

If a proponent or Aboriginal community identifies that a Transit Project may have a potential negative impact on a constitutionally protected Aboriginal or treaty right, the Director of the Ministry of the Environment's Environmental Approvals Branch should be notified. This is to ensure that appropriate actions are taken so that the Crown's duty to consult, if it arises, is satisfied.

In order for the Ministry of the Environment and Climate Change to determine whether the Aboriginal consultation requirements under the Transit Regulation have been met an EPR should include an explanation, and supporting information, to confirm that each of the Aboriginal communities that were identified as part of TPAP consultation program were aware of the transit project; and, that each Aboriginal community received all relevant transit project documentation. The Ministry of the Environment and Climate Change is concerned that there may be a lack of detail about consultation with Aboriginal communities which may not allow a determination to be made as to whether

the Aboriginal consultation requirements under the Transit Projects Regulation have been met.

It is suggested that consideration be given to providing an explanation as to why each identified Aboriginal community was determined to be potentially affected by the proposed Transit Project. It is also suggested that consideration be given to expanding upon the description of the Aboriginal consultation that was carried out during the TPAP. This should include, but not be limited to, identifying the key milestones during the TPAP at which consultation with Aboriginal communities took place; identifying the consultation activities that were carried out with Aboriginal communities; detailing the results of the Aboriginal consultation activities that were carried out; and, explaining how the input obtained from Aboriginal communities was considered during the preparation of the EPR.

Section 9 Commitments to Future Action

- a) Subsection 9, entitled “Commitments to Future Action”, explains that the TPAP has advanced the description of the proposed Transit Project to a preliminary design level; and, further details are required to finalize detail design, planning initiatives, construction issues, permitting and subsequent approvals. The Ministry of the Environment and Climate Change is concerned that the level of detail provided as part of the description of the Transit Project may be inconsistent with the requirements of the Transit Regulation.

It is understood that the proposed Transit Project, as presented in the draft EPR, represents a preliminary level of design, and the design is to be finalized after the completion of the TPAP. It is also understood that the Transit Project described in the draft EPR may be refined, and possibly vary from the description provided prior to implementation as further details are required to finalize the design based on planning initiatives, construction issues, permitting and subsequent approvals. It may therefore be considered reasonable to assume that the Transit Project that is to be implemented after the completion of the TPAP may be inconsistent with the description of the proposed Transit Project presented in the draft EPR.

It should be noted that the Transit Regulation exempts certain proponents of Transit Projects from Part II of the Environmental Assessment Act, provided the requirements of the Regulation are met. In particular, a proponent of a Transit Project proceeding under the Transit Regulation is required to prepare and submit an EPR that documents the transit assessment process that was followed and the conclusions that were reached. This includes, but is not limited to, providing an explanation about how the transit assessment process was carried out; a summary about how the conclusions of the assessment process were reached; and, a description of the Transit Project that has been determined through the TPAP. In accordance with Section 9.2(2) of the Transit Regulation an EPR must include a “final description” of the transit project that is to be implemented, including a description of the preferred method of carrying out the undertaking and a description of the other methods that were considered. The final description of the Transit Project presented in an EPR is the undertaking that is exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

The Ministry of the Environment and Climate Change is concerned that the approach by the Ministry of Transportation to describe the proposed Transit Project at a preliminary

level of design may be inconsistent with the requirements of Section 9.2(2) of the Transit Regulation. Under the Transit Regulation there is an expectation that an EPR will include a final description of the transit project that a proponent proposes to implement, and that the Transit Project will implement as described in the EPR. It is considered inappropriate and contrary to the spirit of the Transit Regulation for a proponent to include a description of a Transit Project in an EPR that it knows will likely differ from the Transit Project that is to be implemented. This is because only the Transit Project that is described in an EPR is exempt from Part II of the Environmental Assessment Act, and may be implemented without having to obtain approval under the Environmental Assessment Act from the Minister of the Environment and Climate Change. Knowingly considering the implementation of a Transit Project that differs from the Transit Project described in an EPR could be considered a violation of Section 5(3) of the Environmental Assessment Act, which prohibits proceeding with an undertaking prior to receiving approval under the Act.

It is the expectation of the Ministry of the Environment and Climate Change that the Transit Project implemented following the completion of the TPAP must not be inconsistent with the description of the Transit Project provided in an EPR. It is therefore suggested that consideration be given to ensuring that the final EPR for the proposed Transit Project include a final description of the Transit Project that has been determined through the TPAP, including a description of the preferred method of carrying out the undertaking.

The Ministry of the Environment and Climate Change is also concerned that proposed manner in which refinements to the Transit Project described in the draft EPR are to be carried forward after the completion of the TPAP may be inconsistent with the requirements of the Transit Regulation.

It should also be noted that Section 15 of the Transit Regulation provides a process that is to be followed should a change to a Transit Project described in an EPR be required after the completion of the TPAP. The addendum process is intended to address the possibility that in implementing a Transit Project certain modifications may have to be made that are inconsistent with the description of a Transit Project provided in an EPR. Any changes to the description of a Transit Project presented in an EPR that are made without having completed the Transit Regulation addendum process will not have been exempted from Part II of the Environmental Assessment Act by way of the Transit Regulation.

It is the Ministry of the Environment and Climate Change's expectation that a proponent will prepare an EPR addenda, in accordance with the requirements of the Transit Regulation, to identify and consider any changes or differences to the description of a Transit Project presented in an EPR that may be required after the issuance of a Statement of Completion. It is therefore suggested that consideration be given to ensuring that the final EPR for the proposed Transit Extension include an explanation about how a change to the proposed Transit Project described in the EPR may be carried out after the issuance of a Statement of Completion; and, that the explanation should accurately reflect the requirements of Section 15 of the Transit Regulation.

- b) Subsection 9.1, entitled "Permits and Approvals", identifies the necessary permits and approvals required for the implementation of the proposed Transit Project after the completion of the TPAP. The Ministry of the Environment and Climate Change is

concerned that not all required permits and approvals have been listed. In accordance with the requirements of Section 9.(2)9 9 of the Transit Regulation an EPR must include a description of any municipal, provincial, federal or other approvals or permits that may be required for the implementation of a transit project.

It is therefore suggested that consideration be given to ensuring that all necessary permits and approvals required for the implementation of the proposed Transit Project after the completion of the TPAP be identified and described, including any approvals or permits issued by the Ministry of the Environment and Climate Change. It is also suggested that consideration be given, where possible, to including an estimate as to when it is anticipated that the various additional provincial, federal and municipal permits and approvals identified may be obtained.

- c) Subsection 9.5, entitled “Addendum Process”, explains that the Ministry of Transportation will prepare an addendum if significant changes to the proposed Transit Project occur after the Statement of Completion is issued, in accordance with Section 15 of the Transit Projects Regulation. It is also explained that if a proposed change is considered not significant, and has been considered in the EPR, the addendum process will not be required as the change would be consistent with this EPR. The Ministry of the Environment and Climate Change is concerned that the interpretation of the Transit Regulation addendum process is inconsistent with the requirements of the Transit Regulation.

It should be noted that in accordance with the requirements of Section 15.(1) of the Transit Regulation, should a proponent wish to make a change to a transit project that is inconsistent with the transit project described in an EPR, after the submission of a Statement of Completion, the proponent shall prepare an addendum to the EPR that contains the following information:

- A description of the change;
- The reasons for the change.
- The proponent’s assessment and evaluation of any impacts that the change might have on the environment;
- A description of any measures proposed by the proponent for mitigating any negative impacts that the change might have on the environment; and,
- A statement of whether the proponent is of the opinion that the change is a significant change to the transit project, and the reasons for the opinion.

If the proponent is of the opinion that a change described in an addendum prepared under subsection 15.(1) of the Transit Regulation is a significant change to the transit project described in an EPR, the proponent shall then prepare a notice of environmental project report addendum in accordance with Section 15 (4) of the Regulation.

It is the Ministry of the Environment and Climate Change’s expectation that any reference or clarification about how a change to the description of the proposed Transit Project described in the draft EPR should accurately reflect the amending procedures identified in Section 15 of the Transit Regulation and the expectations set forth in the Ministry of the Environment and Climate Change’s Guide: Ontario’s Transit Project Assessment Process.

In addition to the comments set forth above, please find attached to this memorandum comments from the Ministry of the Environment and Climate Change's Central Region Office and Approvals Branch. Please refer to the following Appendices for the comments by the Ministry's Regional Office and Approvals Branch:

- Appendix A: Central Region EA Technical Support Section
- Appendix B: Environmental Approvals Branch, Noise

Please note that the above comments and those attached to this memorandum, along with any comments received by other government agencies, Aboriginal communities and the public, should be considered by the Ministry of Transportation as it prepares the final EPR for submission to the Ministry of the Environment and Climate Change. It is the expectation of this Ministry that proponents of projects being carried out under the Transit Regulation should attempt to address or resolve any issues, concerns or formal comments raised during the TPAP.

In closing, I would like to extend an invitation to the Ministry of Transportation to meet with Ministry of the Environment and Climate Change staff to discuss the comments on the draft EPR, and the next steps in the transit assessment process. Should you have any questions or concerns, or to set up a meeting, please feel free to contact the undersigned, at (416) 314-7106 or by e-mail at gavin.battarino@ontario.ca.

Yours sincerely,



Gavin Battarino, Special Project Officer
Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 1st Floor
Toronto, Ontario M4V 1P5

December 5th, 2016

Gavin Battarino
Special Project Officer, Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Gavin,

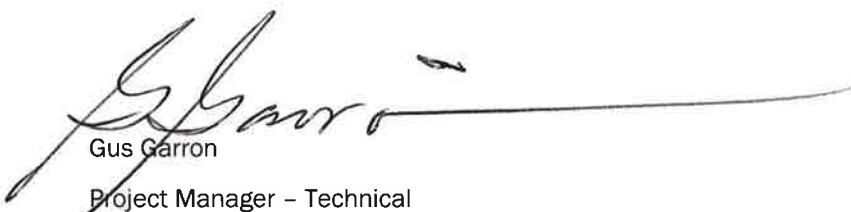
Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Ministry of the Environment and Climate Change General and Technical comments which were received on June 6th, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,

Please see Chapter 8, Table 8.2
for detail comment and responses



Gus Garron
Project Manager – Technical
407 Transitway, East of Kennedy Road to Brock Road

Elizabeth Paudel

From: Grant Kauffman <gkauffman@lgl.com>
Sent: Friday, September 05, 2014 10:24 AM
To: 'Sowel Kang'
Cc: George Ivanoff
Subject: FW: 407 transitway
Attachments: 407 transitway participation form.pdf

[Another response.](#)

From: Becca Nagorsky [<mailto:Becca.Nagorsky@metrolinx.com>]
Sent: Friday, September 05, 2014 10:21 AM
To: gkauffman@lgl.com
Subject: 407 transitway

Hi Grant,

Daniel Haufschild forwarded me your request for Metrolinx participation in the 407 transitway work and asked that I get involved on Metrolinx' behalf. Please include me in any relevant committees and feel free to be in touch with any questions relating to the Regional Transportation Plan or GO bus planning.

Thanks,

Becca Nagorsky

Becca Nagorsky | Senior Advisor
Metrolinx | Strategic Policy and Systems Planning
t: 416.202.5779
c: 416.346.8450

_____ Information from ESET NOD32 Antivirus, version of virus signature database 10372 (20140905)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. Daniel Haufschild
Director, Policy & Planning
Metrolinx
Policy, Planning & Innovation
97 Front Street West
Toronto, Ontario
M5J 1E6

Update contact information if necessary

Becca Neigorsky
Senior Advisor, Strategic Policy & Systems Plan.
97 Front St West
Toronto ON M5J 1E6
becca.neigorsky@metrolinx.com
416-202-5779

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

I would be pleased to be plugged in to any relevant committee for this work.

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Ms. Jordan Erasmus
Planner
Ontario Realty Corporation
1 Dundas St. West
Suite 2000
Toronto, Ontario
M5G 2L5

Update contact information if necessary

MS. JORDAN ERASMUS
SENIOR PLANNER
INFRASTRUCTURE ONTARIO
STRATEGIC ASSET PLANNING
1 DUNDAS WEST, SUITE 2000
TORONTO, ON
M5G 2L5

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Erasmus, Jordan (IO) <Jordan.Erasmus@infrastructureontario.ca>
Sent: Friday, April 10, 2015 4:25 PM
To: 'Sowel Kang'
Cc: 'Grant Kauffman'; Amy Munn; 'Gus Garron'
Subject: RE: 407 Transitway - Kennedy to Brock - Website Update

Thank you

Jordan Erasmus
Sr. Planner
416-212-4874

From: Sowel Kang [<mailto:skang@lgl.com>]
Sent: Friday, April 10, 2015 4:22 PM
To: Erasmus, Jordan (IO)
Cc: 'Grant Kauffman'; Amy Munn; 'Gus Garron'
Subject: RE: 407 Transitway - Kennedy to Brock - Website Update

Hi Jordan,
Yes, the PIC materials will be available on the website after April 16th.
Thanks,
Sowel

Sowel Kang, M.E.S.
Environmental Planner, LGL Limited
22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

From: Erasmus, Jordan (IO) [<mailto:Jordan.Erasmus@infrastructureontario.ca>]
Sent: Friday, April 10, 2015 4:02 PM
To: 'gkauffman@lgl.com'
Subject: RE: 407 Transitway - Kennedy to Brock - Website Update

Hi Grant,

Will the PIC materials be available on the Transitway website after April 16th?

Thanks,
Jordan

Jordan Erasmus
Sr. Planner
416-212-4874

From: info@407transitway.com [<mailto:info@407transitway.com>]
Sent: Monday, April 06, 2015 11:46 AM
Subject: 407 Transitway - Kennedy to Brock - Website Update

407 TRANSITWAY WEBSITE UPDATE

Notice of a Public Information Centre has been announced. The details are in the Consultation section of the website:

<http://www.407transitway.com/kennedyToBrock/consultation.html>

The Ontario Government Notice can be found in the Ontario Government Notices section of the website:

<http://www.407transitway.com/kennedyToBrock/ontarioGovernmentNotices.html>

You are receiving this email because you subscribed on the 407transitway.com website. To unsubscribe, reply to this email with 'unsubscribe' as the subject.



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9/23/2014

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO managed lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can **include within the title but is not limited to** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also be circulated notices related to your project.

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.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Impacts to Cultural Heritage

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken.. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,

Lisa Myslicki

Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC	Ontario Lands Corporation
ORC	Ontario Realty Corporation
PIR	Public Infrastructure and Renewal
MGS	Ministry of Government Services
MBS	Management Board and Secretariat
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation
MNR	Ministry of Natural Resources
MEI	Ministry of Energy and Infrastructure

May 14, 2015

Tarita Diczki
MTO Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region
Building D, 4th Floor, 1201 Wilson Avenue
Toronto, Ontario, M3M 1J8

Sent via email

RE: Infrastructure Ontario comments on 407 Transitway Environmental Assessment – Kennedy to Brock Road Presentation of Preferred Options PIC #1

Dear Ms. Diczki:

Infrastructure Ontario (IO) is a crown agency with the responsibility for the strategic management of the provincial government's real property on behalf of the Ministry of Economic Development, Employment and Infrastructure (MEDEI). 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.

IO has been monitoring the above noted environmental assessment with regard to potential impacts and opportunities on provincially owned properties in the study area. A map showing the relationship between provincially owned lands and the recommended 407 Transitway alignment as presented at PIC #1 is provided as Appendix A. 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 MEDEI, for inclusion and consideration in your EA.

Markham Road Station

Based on the information provided in the presentation deck at the April 15th PIC, the preferred location for the station is the southwest corner of Markham Road and Highway 407. The runningway will run along the south side of Highway 407, through the north part of the MEDEI lands located at the southeast corner of this intersection (see

Figure 1). At the conclusion of the EA, IO requests written confirmation that MTO is releasing its interest in the balance of lands at this location after accounting for the transitway requirements.

The proposed alignment of the runningway and station at this location would also affect hydro corridor lands. Hydro One must conduct a separate technical review and provide technical approval of the final design drawings for any corridor lands that may be impacted. Please ensure Mr. Tony Ierullo is consulted as it relates to this station.



Figure 1: MEDEI lands at southeast corner, Markham Road and Highway 407

Ninth Line Station

Based on the information provided in the presentation deck at the April 15th PIC, the preferred location for this station is the southwest corner of Ninth Line and Highway 407. The runningway will run along the south side of Highway 407, through the north part of the MEDEI lands located at the southeast corner of this intersection (see Figure 2). At the conclusion of the EA, IO requests written confirmation that MTO is releasing its interest in the balance of lands at this location after accounting for the transitway requirements.

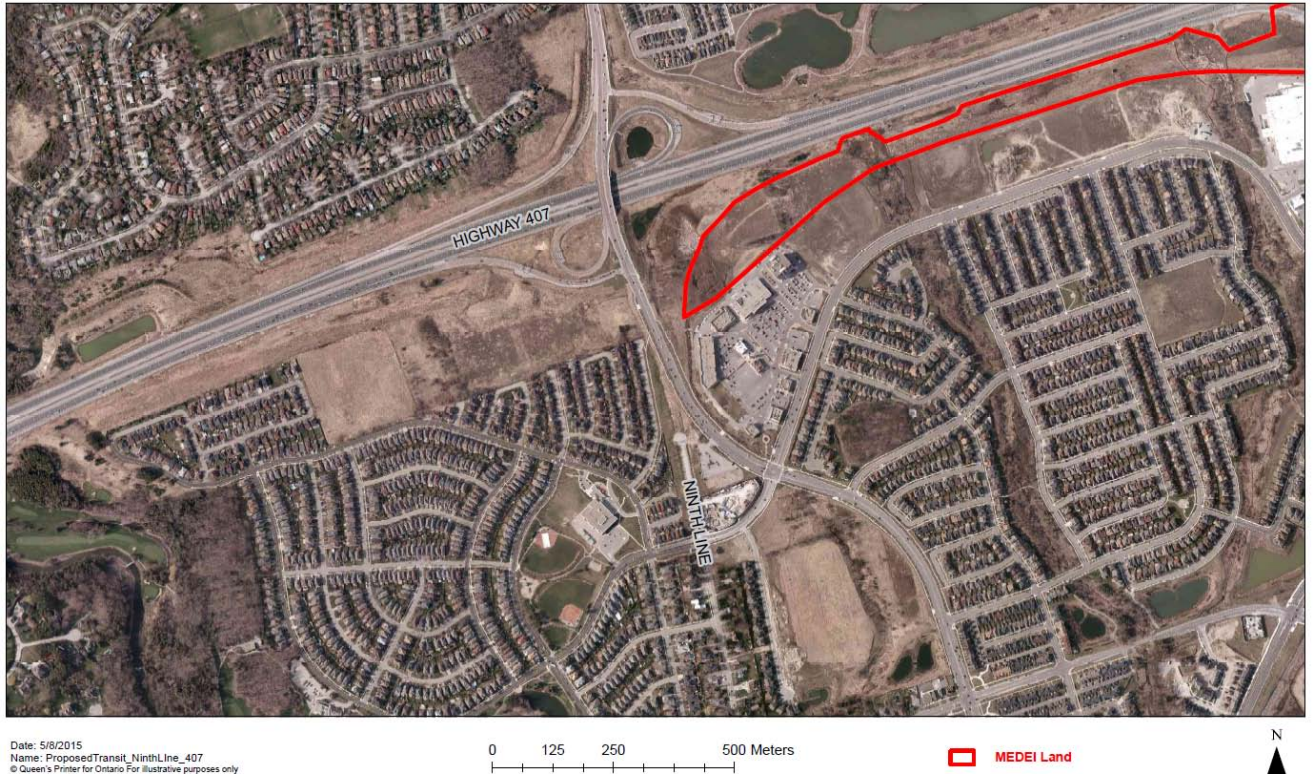


Figure 2: MEDEI lands at southeast corner, Ninth Line and Highway 407

Donald Cousens Station

Based on the information provided in the presentation deck at the April 15th PIC, the preferred location for this station is the southeast corner of Reesor Road and Highway 407. It appears that the transitway runningway and station will not impact the MEDEI lands located on the west side of Reesor Road (see Figure 3). However, the PIC presentation material shows a new road proposed to run through these lands, providing vehicular access to Donald Cousens. The MEDEI lands have considerable development potential, which if sold would generate revenue for the Province in keeping with IO's mandate. Therefore, IO would strongly prefer that this road be located as far north as possible, closer to the transitway ROW, in order to minimize the impacts on the developable portion of the MEDEI lands. If this road cannot be moved, IO requests that

MTO provide information explaining how the location of this road was selected and why it cannot be changed.

Notwithstanding the comment above, in advance of the conclusion of the EA, IO requests written confirmation that MTO is releasing its interest in the MEDEI lands on the west side of Reesor Road after accounting for any access road requirements.



Figure 3: MEDEI lands east of Reesor Road, south of Highway 407

Lastly, MTO had previously requested confirmation from IO on the ownership status of the heritage house at the east side of Reesor where the station is proposed to be located (8119 Reesor Road). Please note that the house is on the City of Markham's 'Inventory of Heritage Buildings' and is owned by MEDEI and managed by IO. Over the years the current tenant has expressed interest in purchasing the property but has always been advised by IO that the property is not surplus and may be required to meet MTO's needs as it relates to the future transitway. The tenant was most recently given this information by letter, dated February 12, 2013.

York Durham Line Station

Based on the information provided in the presentation deck at the April 15th PIC, the recommended option at this location is no station given the various site constraints. It states that MTO will continue to protect the lands at the southwest corner of York Durham Line and Highway 407 for potential future park access. The runningway will run through the north portion of the MEDEI lands at the southeast corner (see Figure 4). IO would like clarification that MTO does not intend to protect the lands at the southeast corner. If so, at the conclusion of the EA, IO requests written confirmation that MTO will release its interest in the balance of the MEDEI lands at this location after accounting for the transitway requirements.



Figure 4: MEDEI lands at southeast corner, York Durham Line and Highway 407

Thank you for the opportunity to provide comments on this undertaking and we 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.

Yours truly,

Jordan Erasmus, Sr. Planner

Sowel Kang

Subject: UH#73 : #Wudgvwz d | #Nhqghg | #w#Eur fn#Jrdg#0#BIF #4#0#q i d w x f w u h #R q w d u r #F r p p h q w

From: DeRose, Graham (MTO) [mailto:Graham.DeRose@ontario.ca]
Sent: Tuesday, June 2, 2015 3:34 PM
To: Erasmus, Jordan (IO) <Jordan.Erasmus@infrastructureontario.ca>
Cc: Grace, Patrick (IO) <Patrick.Grace@infrastructureontario.ca>; Macey, David (IO) <David.Macey@infrastructureontario.ca>; Khaled El Dalati <Khaled.ElDalati@parsons.com>; Grant Kauffman <gkauffman@lgl.ca>; Diczki, Tarita (MTO) <Tarita.Diczki@ontario.ca>
Subject: RE: 407 Transitway Kennedy to Brock Road - PIC #1 - Infrastructure Ontario Comments

Good Afternoon Jordan,

Thank you for your timely email.

Due to environmental uncertainties in the lot located between Reesor Road and the CP Havelock rail line (8119 Reesor Rd), as well as uncertainties to a potential future GO station at that location (if GO Transit operates on the CP line in the future), our 407 Transitway Project team is currently re-assessing the site location of the Donald Cousens Station and its access from Donald Cousens Parkway. We have now begun to examine an alternative 407 Transitway station site in the lot located between the D.C. Parkway and Reesor Road, in land currently owned by MEDEI, with access likely opposite to the Wal-Mart access.

Once we have further assessed this possibility, we would gladly meet with IO to discuss this matter and our alternative findings.

If you have any questions, please let me know.

Sincerely,

Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region
Tel: 416.235.5255

From: Erasmus, Jordan (IO) [mailto:Jordan.Erasmus@infrastructureontario.ca]
Sent: May 29, 2015 4:22 PM
To: DeRose, Graham (MTO)
Cc: Grace, Patrick (IO); Macey, David (IO); Khaled El Dalati; Grant Kauffman; Diczki, Tarita (MTO)
Subject: RE: 407 Transitway Kennedy to Brock Road - PIC #1 - Infrastructure Ontario Comments

Hello Graham and thank you for your email below.

We understand that the EA process is progressing and is targeted to conclude in Spring, 2006. In the interim, would it be possible to provide IO with additional information regarding how you arrived at the conceptual location of the access road over the MEDEI lands on the west side of Reesor Road at Donald Cousens station? Will MTO be further refining the alignment of this road through the EA process? IO would certainly be interested in providing input into this refinement process, if possible.

Thanks again,
Jordan

Jordan Erasmus

Sr. Planner

416-212-4874

From: DeRose, Graham (MTO) [<mailto:Graham.DeRose@ontario.ca>]

Sent: Monday, May 25, 2015 8:45 AM

To: Erasmus, Jordan (IO)

Cc: Grace, Patrick (IO); Macey, David (IO); Khaled El Dalati; Grant Kauffman; Diczki, Tarita (MTO)

Subject: RE: 407 Transitway Kennedy to Brock Road - PIC #1 - Infrastructure Ontario Comments

Good Morning Jordan,

Thank you very much for your letter dated May 14, 2015. The MTO is pleased to inform you that the Planning stage of the 407 Transitway Kennedy Road to Brock Road project is near conclusion, and the Environmental Assessment is planned to conclude in spring of 2016.

The purpose of the public consultation session that you are referring to (PIC #1), was to present the need and justification of the project, the planning alternatives and the initial recommended alternatives to the public. Detailed field investigations will be conducted through the summer, based on which the initial recommended alternatives will be confirmed or revised and carried forward to the Environmental Assessment process.

The MTO will inform IO/MEDEI of the land being protected for the 407 Transitway facilities upon approval of the Environmental Assessment Report.

If you have any questions, please let me know.

Sincerely,

Graham DeRose

Project Manager

Route Planning & Transit Initiatives

Ministry of Transportation, Central Region

Tel: 416.235.5255

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Elizabeth Paudel

From: Erasmus, Jordan (IO) <Jordan.Erasmus@infrastructureontario.ca>
Sent: Friday, June 05, 2015 11:00 AM
To: 'Amy Munn'
Subject: RE: Contact for site access

Hi Amy, I found the right contact at DEL Management:

DEBORAH SOULIER
Property Manager PKWB
DEL Management Solutions Inc.
IO PROPERTY AND LAND MANAGEMENT SERVICES
310 Highway #7, Green River
Locust Hill, Ontario L0H 1J0
Tel: 905.472.7300 Ext. 234
Fax: 905.472.2784
Toll: 1.866.833.2033
EMail: dsoulier@dmsproperty.com

Let me know if you need anything else

Jordan

Jordan Erasmus
Sr. Planner
416-212-4874

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]
Sent: Friday, June 05, 2015 9:12 AM
To: Erasmus, Jordan (IO)
Subject: RE: Contact for site access

Thanks Jordan!

From: Erasmus, Jordan (IO) [<mailto:Jordan.Erasmus@infrastructureontario.ca>]
Sent: Thursday, June 04, 2015 4:33 PM
To: Amy Munn
Subject: Contact for site access

Hi Amy – I haven't forgotten about you. Everyone I can think of who would be able to help you out appears to be on vacation until Monday! I will get you a name and contact info early next week. (You will likely have to go through DEL Management, I just don't know exactly who is the property manager for this area).

Cheers,
Jordan

Jordan Erasmus, MCIP, RPP
Senior Planner

Infrastructure Ontario

Elizabeth Paudel

From: Deborah Soulier <dsoulier@dmsproperty.com>
Sent: Friday, June 12, 2015 3:43 PM
To: Zalucki, Tomasz (Tom)
Cc: Munn, Amy (Parsons); Josie Cuirrier
Subject: RE: Assignment No. 2013-E-0027 Hwy 407 Transitway - Kennedy Road to Brock Road

Hi Tom

Unfortunately, I am unable to really guide you with this. The new procedure was literally just rolled out and I have not seen any of these forms, however, it does appear to be the correct document based on it's title and will have to be completed in its entirety.

Boreholes are considered invasive works and will require a License Agreement in order to gain access to provincial lands.

Please list the correct owner and IO will advise.

Regards,

Deborah

DEBORAH SOULIER

Property Manager PKWB

DEL Management Solutions Inc.

IO PROPERTY AND LAND MANAGEMENT SERVICES

310 Highway #7, Green River

Locust Hill, Ontario

LOH 1J0

Tel: 905.472.7300 Ext. 234

Fax: 905.472.2784

Toll: 1.866.833.2033

EMail: dsoulier@dmsproperty.com



Save a tree, please do not print this e-mail unless necessary.

From: Zalucki, Tomasz (Tom) [mailto:Tomasz_Zalucki@golder.com]
Sent: Thursday, June 11, 2015 4:48 PM
To: Deborah Soulier
Cc: Munn, Amy (Parsons); Josie Cuirrier
Subject: RE: Assignment No. 2013-E-0027 Hwy 407 Transitway - Kennedy Road to Brock Road

Good afternoon Deborah.

Can you please confirm if the attached form (downloaded from the provided link) is relevant for our purposes?

We are just interested in entering some of the properties to advance boreholes. If the attached form is in fact applicable, do we need to fill out every item?

Finally, please note that we were able to obtain PINs and owner information for the properties we are interested in, but how do we distinguish which properties are managed by IO?

The following provides a list of some of the owners:

Ontario Realty Corporation

Her Majesty the Queen in Right of Ontario Represented by the Minister of Public Infrastructure Renewal

Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure

Her Majesty the Queen in Right of the Province of Ontario Represented by the Minister of Transportation

Her Majesty the Queen in Right of Ontario Represented by the Chair of the Management Board of Cabinet

Thanks.

Tom

From: Deborah Soulier [mailto:dsoulier@dmsproperty.com]

Sent: Wednesday, June 10, 2015 3:23 PM

To: Zalucki, Tomasz (Tom)

Cc: Munn, Amy (Parsons); Josie Cuirrier

Subject: RE: Assignment No. 2013-E-0027 Hwy 407 Transitway - Kennedy Road to Brock Road

Hi Tom

I have just been informed that effective immediately, all new third party inquiries received for leasing/licensing of provincial lands are to be directed to the IO website link below.

The proponent will be required to fill out an information sheet pertinent to their request which will be processed through a general mailbox.

<http://www.infrastructureontario.ca/Templates/DoingBusinessWithUs.aspx?id=2147492322&langtype=1033>[infrastructureontario.ca]

Tom, if you have any questions please let me know.

Regards,

Deborah

DEBORAH SOULIER

Property Manager PKWB

DEL Management Solutions Inc.

IO PROPERTY AND LAND MANAGEMENT SERVICES

310 Highway #7, Green River

Locust Hill, Ontario

L0H 1J0

Tel: 905.472.7300 Ext. 234

Fax: 905.472.2784

Toll: 1.866.833.2033

EMail: dsoulier@dmsproperty.com



Save a tree, please do not print this e-mail unless necessary.

From: Zalucki, Tomasz (Tom) [mailto:Tomasz_Zalucki@golder.com]
Sent: Sunday, June 07, 2015 5:04 PM
To: Deborah Soulier
Cc: Munn, Amy (Parsons)
Subject: Assignment No. 2013-E-0027 Hwy 407 Transitway - Kennedy Road to Brock Road

Good afternoon Deborah.

It is my understanding that Amy Munn of Parsons has contacted you last week regarding the proposed Highway 407 Transitway project. The proposed Transitway, associated with this particular project, will extend from east of Kennedy Road (Region of York) to east of Brock Road (Region of Durham) and will generally run just south of the existing Highway 407. The Transitway alignment will cross existing roads, railway tracks and rivers / creeks.

Golder's scope of work involves a geotechnical investigation along the proposed Transitway alignment and at various crossings. Consequently, we will need to enter various properties in order to advance boreholes so that we may assess the subsurface conditions and provide pavement and foundation related recommendations. Specific details pertaining to our assignment are provided below.

Impacted Properties

The attached kmz file (in order to view this file, please make sure that you have *Google Earth* installed on your computer; the free software can be downloaded using the following link:

<http://www.google.com/earth/download/ge/agree.html> [[google.com](http://www.google.com)]; once the software is downloaded just double-click on the attached file) includes the following:

- Proposed Transitway alignment;
- Property boundaries;
- Proposed pavement boreholes (represented by yellow dots and blue squares) and foundation boreholes (represented by yellow and green markers; please ignore the red markers);
- Proposed access paths (orange lines – access to pavement boreholes; purple lines – access to foundation boreholes)

We realize that not all impacted properties are IO properties, however, if you could identify which particular properties are on IO lands, we can prepare individual access maps, if necessary.

The following provides a description of the pavement and foundation scope of work.

Scope of Work – Pavement Investigation

The pavement investigation will be carried out along the proposed Transitway alignment as well as at existing interchange ramps and roads, at proposed transit station parking lots, and along possible detours for staging purposes. The investigation will involve advancement of boreholes using hand-held drilling/augering equipment or a track-mounted drill rig, where applicable. The boreholes will generally range in depth from about 1.5 m to 3 m below existing ground surface. The diameter of each open borehole will be approximately 6 inches. All boreholes will be backfilled upon completion of drilling with soil cuttings and bentonite, as appropriate.

Scope of Work – Foundation Investigation

The foundation investigation will be carried out at the proposed crossings and transit stations. The field investigation will involve the advancement of boreholes using a track-mounted drill rig. The boreholes will range in depth between approximately 10 m and 30 m below existing ground surface; the open boreholes will vary from about 6 inches to 8 inches in diameter. All boreholes will be backfilled upon completion of drilling with soil cuttings and bentonite, as appropriate. Any excess soil cuttings generated during the field investigation will be spread on-site.

The following provides a schedule for the proposed field investigation program outlined above.

Schedule

We anticipate that the entire field investigation program will be completed in approximately five weeks. However, in order to commence the field investigation we will first need to stake-out the proposed borehole locations in the field and then initiate the Ontario One Call process (i.e. request locates of underground utilities and services). The One Call process is expected to take between two and three weeks.

Based on this sequence, access agreements would first be required to stake-out proposed borehole locations and confirm ingress/egress routes. As such, more specific drilling dates could be established once the access agreements are in place.

Please do not hesitate to contact me if you require any other information which would assist you in expediting this process or if you would like to discuss this in more detail.

We really appreciate your assistance in this matter.

Regards,
Tom

Tom Zalucki (P.Eng.) | Geotechnical Engineer | **Golder Associates Ltd.**
6925 Century Avenue, Suite #100, Mississauga, Ontario, Canada L5N 7K2
T: +1 (905) 567 4444 | **D:** +1 (905) 567 6100 Ext. 1176 | **F:** +1 (905) 567 6561 | **E:** tzalucki@golder.com |
www.golder.com[\[golder.com\]](http://golder.com)

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Sowel Kang

To: Dp |# xqq
Subject: UH#73 : #Wudqv1wz d | #D#Nhqqhg | #w#Eur fn#0#grdiw#K ID #lqg#FKHU#Jhsruw#hylnz #h#R #
Surshwlv

Sent: Friday, April 8, 2016 5:18 PM

From: "Dieterman, Frank (IO)" <Frank.Dieterman@infrastructureontario.ca>

To: Amy Munn <Amy.Munn@parsons.com>

Cc: "Sarris, Larry (MTO)" <Larry.Sarris@ontario.ca>, Gus Garron <Gus.Garron@parsons.com>, "DeRose, Graham (MTO)" <Graham.DeRose@ontario.ca>, "Abraham, Ernest (IO)"

<Ernest.Abraham@infrastructureontario.ca>, "Flower, Abbey (IO)" <Abbey.Flower@infrastructureontario.ca>,

"Wong, Winston L (MTO)" <WinstonL.Wong@ontario.ca>

Subject: RE: 407 Transitway - Kennedy to Brock - draft HIA and CHER Reports review re IO Properties

Hi Winston and Amy,

Sorry for the delay - I had provided this to my Ministry but have not had any response to date. IO's comments are included in the attached CHER - the same would hold true for the second CHER.

Principally, we would like to see removed the majority of references to building maintenance recommendations, stewardship etc. Should this become an issue, we would prefer such comment to form part of a mothballing report, or as a program use/tenanted property accommodated within IO's Asset Building Inspection reporting conducted by CBRE.

A few small changes re ownership, privacy of tenants, and other minor issues.

Edits to the HIA coming early next week.

Apologies again and thanks
Frank

Frank Dieterman Ph.D.
Manager, Heritage Projects
Environmental Management | Infrastructure Ontario
* 416-325-3591 | *

frank.dieterman@infrastructureontario.ca<<mailto:frank.dieterman@infrastructureontario.ca>>

From: Wong, Winston L (MTO) [<mailto:WinstonL.Wong@ontario.ca>]

Sent: Friday, April 08, 2016 12:06 PM

To: Dieterman, Frank (IO) <Frank.Dieterman@infrastructureontario.ca>; Flower, Abbey (IO) <Abbey.Flower@infrastructureontario.ca>

Cc: Sarris, Larry (MTO) <Larry.Sarris@ontario.ca>; Amy Munn <Amy.Munn@parsons.com>; Gus Garron <Gus.Garron@parsons.com>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>

Subject: RE: 407 Transitway - Kennedy to Brock - draft HIA and CHER Reports review re IO Properties

Hi Frank \ Abbey:

I left you a v.mail Frank...just following up on three (3) heritage reports (draft HIA, 2 CHERs) forwarded to IO for review and final comments. These provincial properties are currently managed by IO.

As per your previous email of Feb. 18 below, it appears you have comments for us to incorporate into these documents. We would like to finalize these heritage reports so that we can forward to the City of Markham and discuss impact mitigation.

Comments can be emailed to Amy Munn at Parsons and cc'd to all of us above. If you can provide a timeframe, that would be appreciated. Amy will also follow up with you further soon.

Thanks.

Regards,

Winston L. Wong MCIP RPP| Environmental Planning Specialist (Cultural Heritage) | Planning & Environmental Section| Central Region - Engineering | 159 Sir William Hearst Avenue, 3rd Floor | Toronto ON | M3M 0B7

tel: 416.235.5647 | fax: 416.235.3446 | e-mail:
winston.wong2@Ontario.ca<<mailto:winston.wong2@Ontario.ca>>

From: Dieterman, Frank (IO) [<mailto:Frank.Dieterman@infrastructureontario.ca>]
Sent: Thursday, February 18, 2016 9:59 AM
To: 'Amy Munn' <Amy.Munn@parsons.com<<mailto:Amy.Munn@parsons.com>>>;
'JKonrad@asiheritage.ca' <JKonrad@asiheritage.ca<<mailto:JKonrad@asiheritage.ca>>>
Cc: Erasmus, Jordan (IO)
<Jordan.Erasmus@infrastructureontario.ca<<mailto:Jordan.Erasmus@infrastructureontario.ca>>>;
'Gus Garron' <Gus.Garron@parsons.com<<mailto:Gus.Garron@parsons.com>>>; DeRose,
Graham (MTO) <Graham.DeRose@ontario.ca<<mailto:Graham.DeRose@ontario.ca>>>; Firmani,
Adrian (MTO) <Adrian.Firmani@ontario.ca<<mailto:Adrian.Firmani@ontario.ca>>>; Sarris,
Larry (MTO) <Larry.Sarris@ontario.ca<<mailto:Larry.Sarris@ontario.ca>>>; Flower, Abbey (IO)
<Abbey.Flower@infrastructureontario.ca<<mailto:Abbey.Flower@infrastructureontario.ca>>>
Subject: RE: 407 Transitway - Kennedy to Brock - HIA Report

Hi Amy,

Thank you - unfortunately IO cannot accept this report as final given that we (as agent for the land holder Ministry of Economic Development, Employment & Infrastructure; MEDEI) were not provided the opportunity to comment on the draft version as requested via email by IO to ASI in July 2015.

There was no consultation with IO on determining the extent of the Heritage Resource Area mapping for each property. This mapping must be coordinated with IO, and in this instance given the properties are PHPs, and with comment from City of Markham heritage planners. If the City was involved in determining these boundaries, there is no mention of this in the HIA report. Setting these boundaries will have an impact on IO's ability to maintain and/or market these properties going forward and therefore any Heritage Resource Area mapping on MEDEI lands must be developed with IO's input.

Please contact me to coordinate a report review/revision.

Regards,
Frank

Frank Dieterman Ph.D.
Manager, Heritage Projects

Infrastructure Ontario
416-325-3591

frank.dieterman@infrastructureontario.ca<<mailto:frank.dieterman@infrastructureontario.ca>>

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]

Sent: Thursday, February 18, 2016 8:23 AM

To: Dieterman, Frank (IO)

<Frank.Dieterman@infrastructureontario.ca<<mailto:Frank.Dieterman@infrastructureontario.ca>>>
>

Cc: Erasmus, Jordan (IO)

<Jordan.Erasmus@infrastructureontario.ca<<mailto:Jordan.Erasmus@infrastructureontario.ca>>>;

'Gus Garron' <Gus.Garron@parsons.com<<mailto:Gus.Garron@parsons.com>>>; DeRose,

Graham (MTO) <Graham.DeRose@ontario.ca<<mailto:Graham.DeRose@ontario.ca>>>; Firmani,

Adrian (MTO) <Adrian.Firmani@ontario.ca<<mailto:Adrian.Firmani@ontario.ca>>>; Sarris,

Larry (MTO) <Larry.Sarris@ontario.ca<<mailto:Larry.Sarris@ontario.ca>>>

Subject: 407 Transitway - Kennedy to Brock - HIA Report

Dear Mr. Dieterman,

Parsons has been retained by MTO to complete the 407 Transitway - Kennedy to Brock Environmental Assessment and Preliminary Design Study. As part of this study a Heritage Impact Assessment was conducted on two properties on Reesor Road south of Highway 407 ETR that were located within the study area. Please find attached the final version of the Heritage Impact Assessment Report for your reference.

Best Regards,

Amy Munn, PEng, BaSC

Project Engineer - Rail & Transit Systems, Parsons Transportation Group

625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9

amy.munn@parsons.com<<mailto:amy.munn@parsons.com>> Office: 905.917.3221 - Mobile:

416.939.3054

Sowel Kang

Subject:

UH#Lz #73 : #Nudqviz d | #D#Nhgqhg | #w#Eur fn#D#gudiw##FKDUIIIID #lqg#FKHU#Jhs ruw#hy#lz ##
uh#R #Surshwlv

From: Dieterman, Frank (IO) [<mailto:Frank.Dieterman@infrastructureontario.ca>]

Sent: April-11-16 10:04 AM

To: Wong, Winston L (MTO); 'Amy Munn'

Cc: Sarris, Larry (MTO); 'Gus Garron'; DeRose, Graham (MTO); Abraham, Ernest (IO); Flower, Abbey (IO)

Subject: RE: 407 Transitway - Kennedy to Brock - draft CHAR...IA and CHER Reports review re IO Properties

Hi Winston and Amy,

CHAR:

I have no comment on the CHAR other than the list of PBs on page 5 needs updating.

HIA:

The same comments apply as per the CHERs re: removing the majority of references to building maintenance recommendations; property ownership is MEDEI not IO.

Additional HIA comments:

SCHV: Not sure why the 20th C granary outbuildings at 8042 Reesor merit heritage value – nothing significant or unique there. I would like to run the SCHV by the City of Markham for their comment – typically such items as baseboards, flooring and other common features (stone foundation, brick chimney) do not merit separate listing in the attributes section – simply to note the house and original features should suffice, what did Markham comment?

I am fine with 5.1 and 5.2 (but mistakenly labeled as 6.2 in the report) and the 7.0 (should be 6.0) recommendations.

Figure 15 shows the properties as designated by Markham; as such designations typically run with the property boundaries, this is graphically depicted as such.

Figure 16 shows heritage resource area mapping – I don't know where these boundaries came from – I see nothing substantive in the report that suggests such boundaries, no hard reasoning other than the drive access to 8119 Reesor. For example, the SCHV notes the 8119 outbuildings are not significant resources, yet the mapping includes them as a HRA and marks it as protection.

For ease of report review and concurrence, IO would like Figure 16 removed from the report – there is little to no qualification for such mapping as presently presented in the report. If this map is required for the report, it would have to be fully vetted by the MEDEI-IO heritage committee for approval, and potentially subject to changes as a result of that committee review.

Figure 15 is sufficient as it shows the current municipal interest, which is property line bounded. Should the property be sold by MEDI-IO, municipal interests will be protected under OHA Part IV regulations and any alterations to be negotiated between the new owner and the municipality. This is the practice that MEDEI-IO follow for PHP properties.

To address MTO impacts to the each property – i.e. to the north portion of 8119 Reesor and to the west portion of 8042 Reesor – which I assume Figure 16 is in reference to (but that is not explicit; this would be a more appropriate map for the HIA), mapping of only those areas to be directly impacted should be identified. Essentially for 8042 – the heritage resource (as identified by the SCHV) is avoided/buffered. For 8119 Reesor, impact is minimal as the outbuildings are not contributing features as per the SCHV. Perhaps the mapping could also show proposed mitigation measures such as tree screening etc to minimize the propose impacts (or identify existing screening where it exists).

Regards,
Frank

Frank Dieterman Ph.D.

Manager, Heritage Projects

Environmental Management | Infrastructure Ontario

☎ 416-325-3591 | 📧 frank.dieterman@infrastructureontario.ca



BOUSFIELDS INC.

Project No. 15186

May 26, 2016

Ms. Amy Munn, P. Eng., BaSC
Parsons
500- 625 Cochrane Drive
Markham, ON
L3R 9R9

Dear Ms. Munn:

Re: 407 Transitway – Kennedy Road to Brock Road

I am a consultant working with Infrastructure Ontario on their plans for the Seaton lands. On behalf of the Province, Infrastructure Ontario has submitted applications for plans of subdivision and zoning by-law amendments in Neighbourhoods 17, 18, 19, 20 and 21 for the Provincial lands in Seaton and has been actively involved in the implementation of the Provincial planning for the Seaton lands. Please note that of the development applications that have been submitted, one draft plans of subdivision, and the implementing zoning, (for the first phase of development in Neighbourhood 21) has already been approved by the Ontario Municipal Board.

I was recently provided with the plans for the 407 Transitway for the portion from Kennedy Road to Brock Road and have reviewed them on behalf of and with Infrastructure Ontario. We have concerns regarding the extent of the impact along Sideline 22/Future Rossland Road.

As you are aware, the planning for Seaton has been ongoing for many years. Seaton is unique in that the plan for Seaton, the *Central Pickering Development Plan*, was prepared under the provisions of the *Ontario Planning and Development Act, 1994*, and is therefore a Provincial Plan, which gives it similar status to that of the *Parkway Belt West Plan*.

The *Central Pickering Development Plan* addresses a range of matters within Seaton, including Natural Heritage, Cultural Heritage, Agriculture, Servicing, Employment, Housing, and the Transportation Network. The *Central Pickering Development Plan* was developed based on specific population and density targets that are to be achieved through the development of the area. The Plan includes land use and transportation schedules which identify three future Transitway Stations within Seaton and another directly west (refer to the attached Schedule 2. Land Use and Schedule 4. Transportation Network from the *Central Pickering Development Plan*). These two schedules identify a station to be

located at the southwest corner of Sideline 22 and Highway 407 within lands identified as the Natural Heritage System.

The *Central Pickering Development Plan* requires that the City of Pickering prepare an Official Plan Amendment (“OPA 22”), including Neighbourhood Plans, to implement the Provincial Plan. These were prepared and approved at the Ontario Municipal Board. The land use plan for OPA 22 was prepared to support the *Central Pickering Development Plan* policy regarding the population and employment numbers and also to directly implement the land uses through the OPA schedules. OPA 22 includes Neighbourhood Plans, with schedules and policies, for each of the six neighbourhoods in Seaton.

The policies of OPA 22 include the need for the Transitway to be shown in the Neighbourhood Plans for Neighbourhoods 20 and 21 and the policies state that this should include space for commuter parking areas, park and ride and car-pooling areas located adjacent to the transit stations. The policies for the Neighbourhood Plans also state that the Transitway will run through Neighbourhood 21 and that there are two stations proposed in Neighbourhood 21, at Sideline 22 and Sideline 26. The land use schedules for the Neighbourhood Plans are consistent with these policies (see attached) and demonstrate that the Transitway Stations will be located in Neighbourhood 21 at Sideline 26 and Sideline 22. The station at Sideline 22 is shown to be completely within the boundary of Neighbourhood 21 and does not extend further south into Neighbourhood 19 (N19), which is a residential area.

As such, the concern that we have with the drawings that have been prepared in support of the 407 Transitway EA from Kennedy Road to Brock Road, is that the footprint of the future Rossland Road site (shown on Plate 10, attached), extends from Neighbourhood 21 into Neighbourhood 19 and directly impacts lands planned for future residential development. As discussed above, the *Central Pickering Development Plan*, the City’s Official Plan and the Neighbourhood Plans, all identify the transitway stations within the portions of the neighbourhoods that are employment areas and are located within in Neighbourhoods 20 and 21. The stations do not extend into the residential areas. In particular, the station at Sideline 22, was planned to be located in Neighbourhood 21 (an employment area) within an area currently identified as Natural Heritage System, and not within a developable area. Transit facilities are permitted within the NHS in the *Central Pickering Development Plan* and in OPA 22. The location of the Future Rossland Road Protected Site, shown on Plate 10, would have a direct impact on the projected population numbers for Seaton because the station was not previously located on developable lands. In addition, it is possible that the extension of this station area into Neighbourhood 19 could trigger the need for an Official Plan Amendment, and perhaps a corresponding amendment to the Provincial Plan (*Central Pickering Development Plan*).

Please let us know if you would like to discuss this matter with a phone call or an in-person meeting.

Yours truly,

Bousfields Inc.

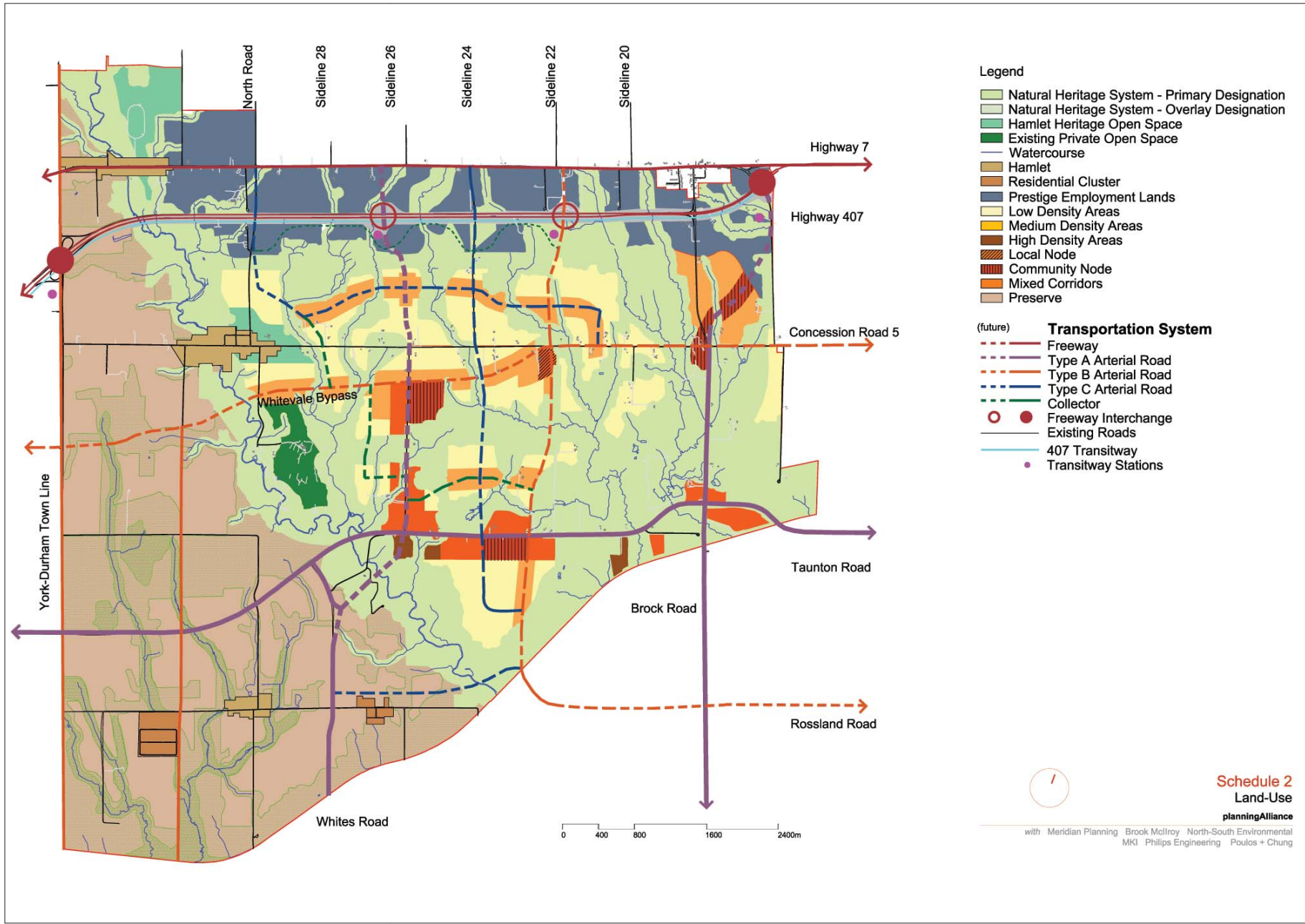


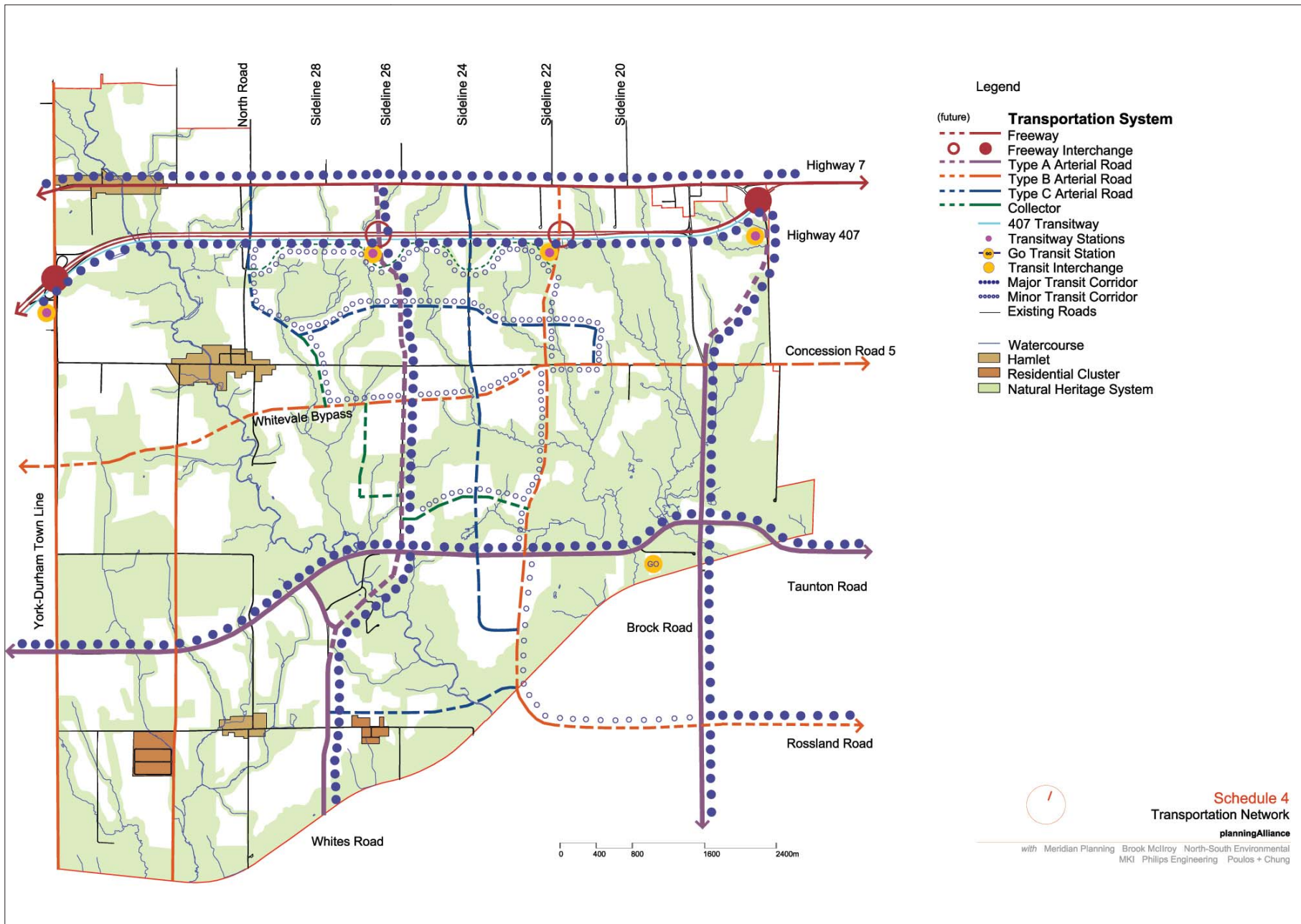
Emma West, MCIP, RPP, PLE

Cc: Graham Martin, Infrastructure Ontario
Ash Kothiyal, Infrastructure Ontario

Attachments:

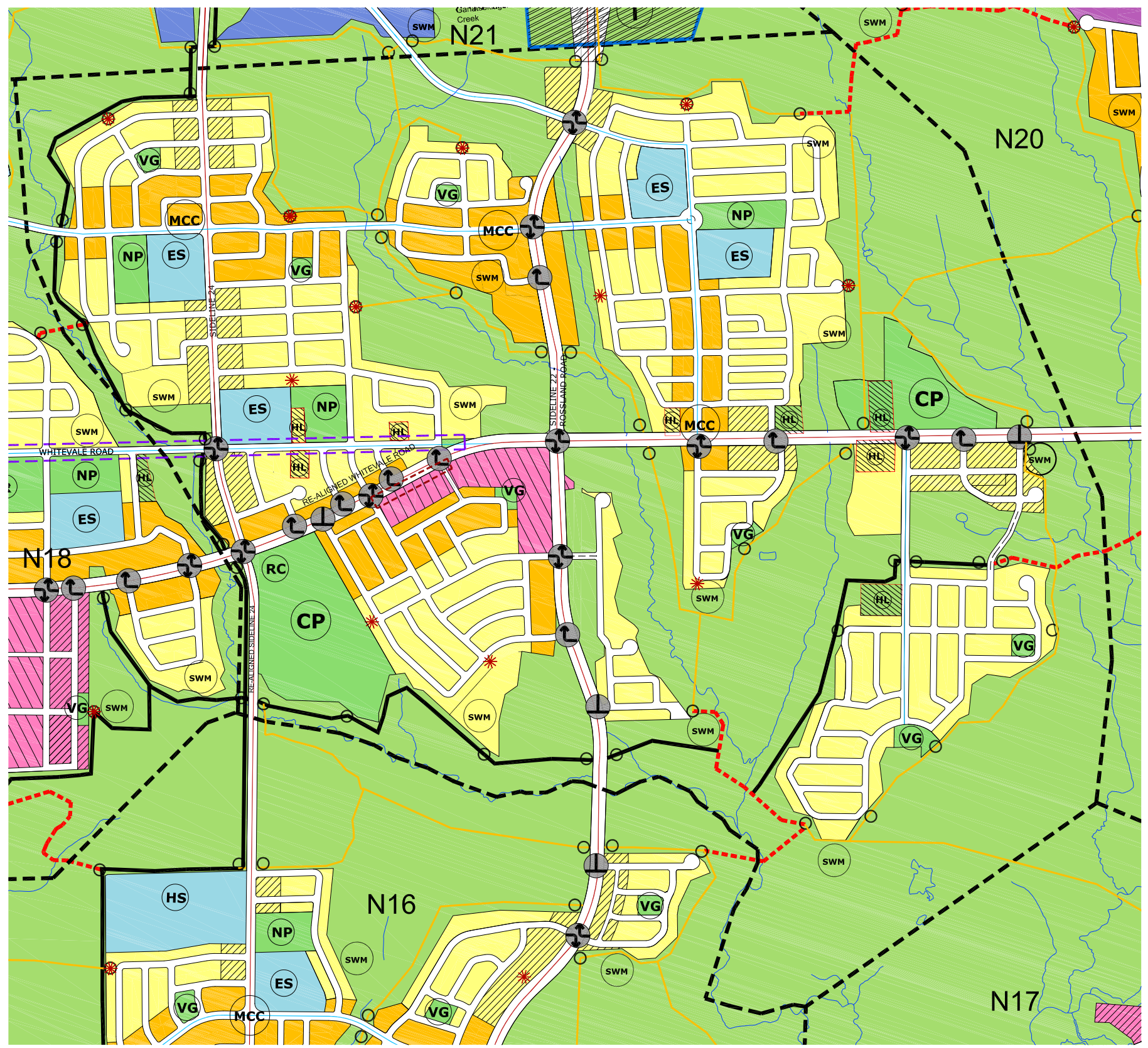
1. Schedule 2. Land Use from the *Central Pickering Development Plan*
2. Schedule 4. Transportation Network from the *Central Pickering Development Plan*
3. Neighbourhood 19 Plan
4. Neighbourhood 20 Plan
5. Neighbourhood 21 Plan
6. Plate 10. 407 Transitway East of Kennedy Road to East of Brock Road





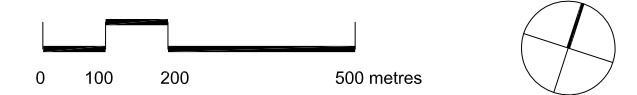
**Neighbourhood 19:
Wilson Meadows
Neighbourhood Plan**

August, 2013



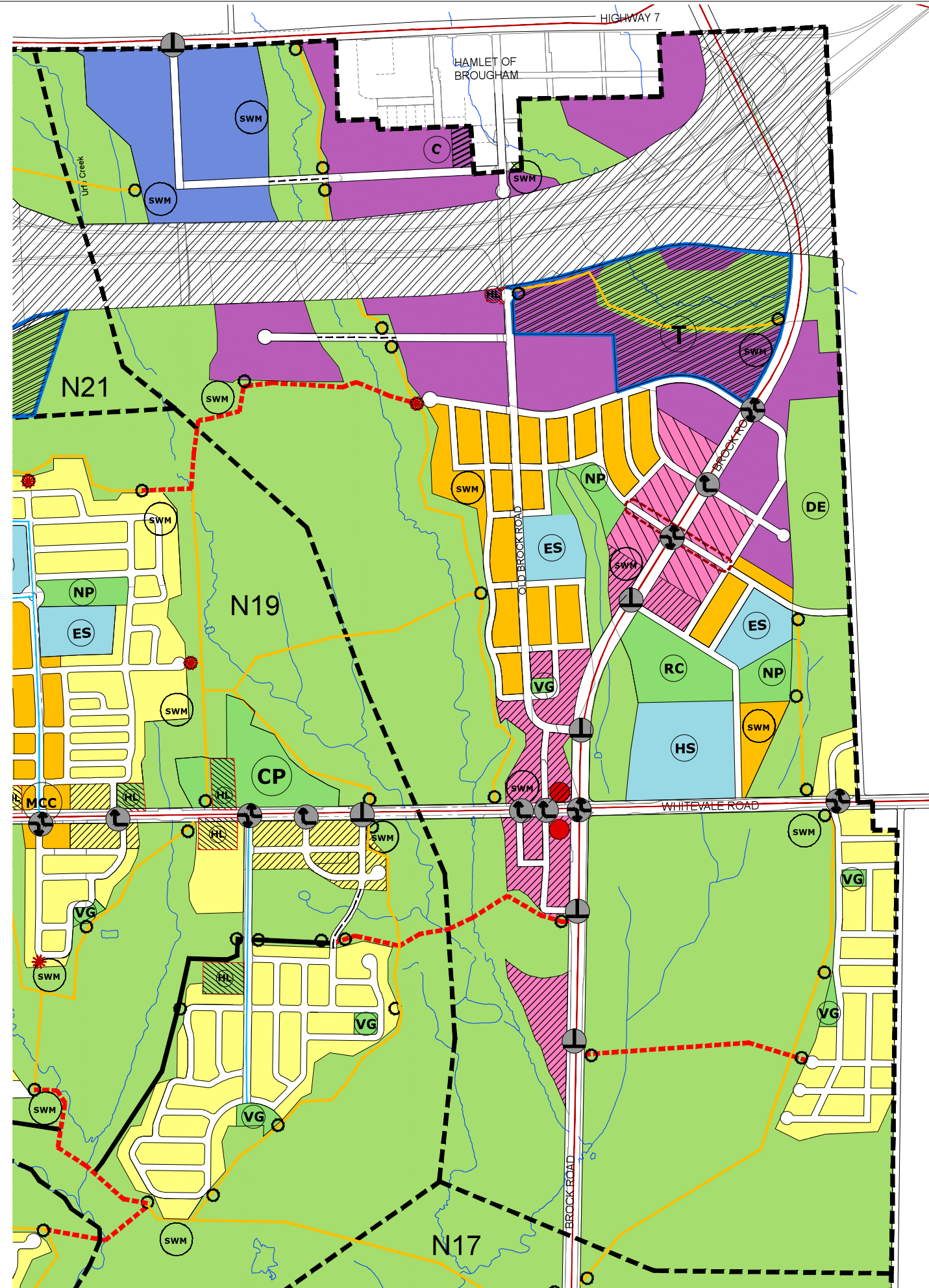
- Seaton Natural Heritage System
- SWM SWM Facility (* see note below)
- Trailheads
- ✱ Terminal Views
- CP Community Parks
- RC Recreation Centre
- NP Neighbourhood Parks
- VG Village Greens
- ES Elementary Schools
- HS High Schools
- MCC Minor Commercial Cluster
- Low Density Type 1 Areas
- Low Density Type 2 Areas
- Medium Density Areas
- Community Node
- Heritage Lots
- Pedestrian Predominant Street
- Character Road
- Primary Neighbourhood Connecting Trails
- Primary Recreational Trails
- Secondary Recreational Trails
- Primary Bikeway
- Secondary Bikeway
- Local Road in NHS see Section 12.21 (h)(ii)
- Neighbourhood Boundary
- ⊕ Full Movement Intersection
- ⊥ T Intersection
- ↻ Right In/Right Out Intersection

Note: The number, size and location of storm water management facilities shown on this schedule are conceptual only and are subject to approval as set out in Section 11.73 and section 12.21 (h) (iv) of this Plan.



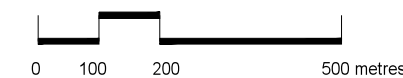
**Neighbourhood 20:
Thompson's Corners
Neighbourhood Plan**

January, 2013



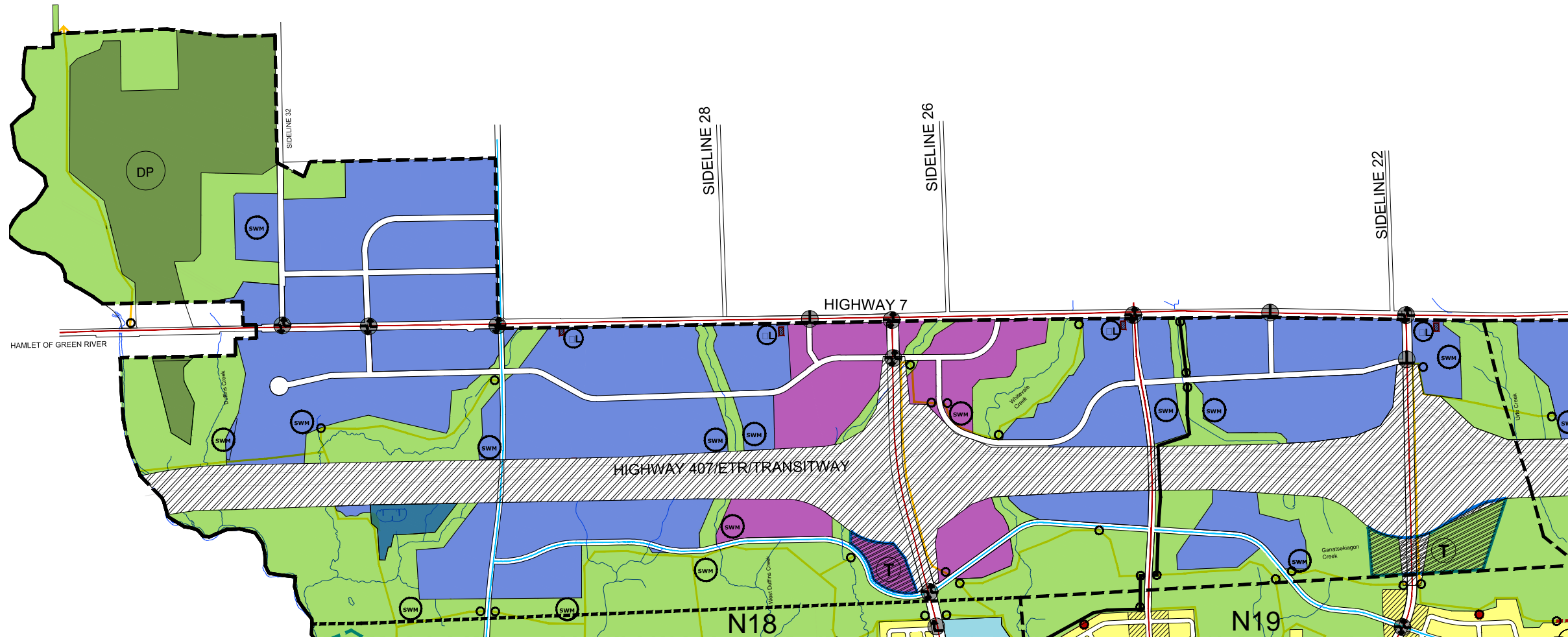
- Seaton Natural Heritage System
- SWM SWM Facility (* see note below)
- Trailheads
- ✱ Terminal Views
- CP Community Park
- NP Neighbourhood Park
- VG Village Green
- RC Recreation Centre
- DE District Energy
- ES Elementary School
- HS High School
- Low Density Area Type 1
- Medium Density Area
- Mixed Corridor Type 2
- Community Node
- Prestige Employment Node
- Prestige Employment
- Gateway Site
- Future Transitway Station
- Controlled Access Area
- Heritage Lots
- Cemetery Extension
- Pedestrian Predominant Street
- Primary Neighbourhood Connecting Trails
- Primary Recreational Trails
- Secondary Recreational Trails
- Primary Bikeway
- Secondary Bikeway
- Local Road in NHS see Section 12.22 (m)(ii)
- Neighbourhood Boundary
- ⊕ Full Movement Intersection
- ⊥ T Intersection
- ↻ Right In/Right Out Intersection

Note: The number, size and location of storm water management facilities shown on this schedule are conceptual only and are subject to approval as set out in Section 11.73 and section 12.22 (m) (iv) of this Plan.



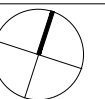
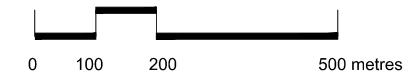
Neighbourhood 21:
Pickering Innovation Corridor

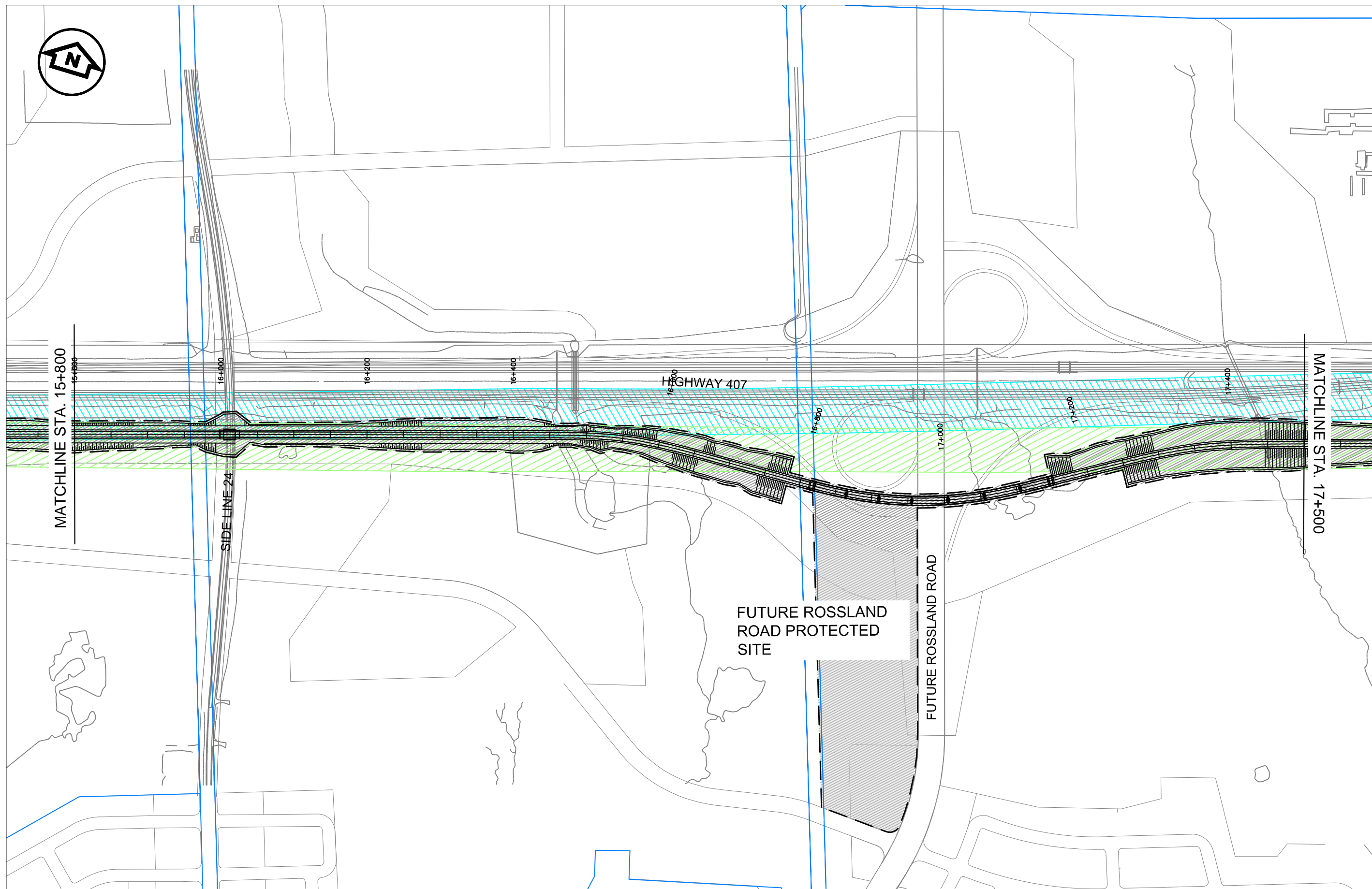
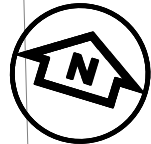
January, 2014



- Seaton Natural Heritage System
- SWM SWM Facility (*see note below)
- Trailheads
- ✱ Terminal Views
- DP District Park
- Hamlet Heritage Open Space
- Prestige Employment Node
- Prestige Employment
- Future Transitway Station
- Controlled Access Area
- Heritage Lots
- Primary Recreational Trails
- Secondary Recreational Trails
- Primary Bikeway
- Secondary Bikeway
- Neighbourhood Boundary
- ⊕ Full Movement Intersection
- ┌ T Intersection
- ↻ Right In/Right Out Intersection

Note: The number, size and location of storm water management facilities shown on this schedule are conceptual only and are subject to approval as set out in Section 11.73 and section 12.23 (i) (iii) of this Plan.





DRAWING NAME: C:\Users\tsang\appdata\local\temp\AcPublish_5804\PropertyPlates2.dwg
CREATED: Apr 21, 2016 - 12:10pm
MODIFIED:



SCALE
1:5000

LEGEND

TRANSITWAY ROW	---	PROTECTED AREA - SURVEY		PROTECTED AREA (PROPERTY PROTECTION STUDY)	
EXISTING PROPERTY BOUNDARIES	—	PROTECTED AREA (CORRIDOR PROTECTION STUDY)		PROVINCIAL PROPERTY	
UTILITY CORRIDOR	—	MTO 60m PROTECTED AREA (1997 EAR)		PRIVATE PROPERTY	

407 TRANSITWAY
EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 132-00-03 CA 2013-E-0027
STA 15+800 - STA 17+500

DRAWING SET
PROPERTY
PLATES

PLATE
10
DATE
2016/04/20

Sowel Kang

Subject:

UH#73 : #Wudgvwz d | #D#Nhqqhg | #w#Eurf n#Jrdg#D0#FKHU#ru#6773#Eurf n#Jrdg

From: Dieterman, Frank (IO) [mailto:Frank.Dieterman@infrastructureontario.ca]

Sent: Wednesday, September 7, 2016 11:10 AM

To: Sowel Kang <skang@lgl.ca>

Cc: 'Amy Munn' <Amy.Munn@parsons.com>; 'Garron, Gus' <Gus.Garron@parsons.com>; 'Kerslake, Holly' <Holly.Kerslake@parsons.com>

Subject: RE: 407 Transitway - Kennedy to Brock Road -- CHER for 3440 Brock Road

Thanks Sowel.

I had not yet responded to ASI's July 25 email to me re: comment on the property. Now that I have this draft report (and mapping), IO records show this house as being on Elsa Storry Avenue (the renamed portion of Brock Road post-realignment south of 407), which is why I couldn't find anything for 3440 Brock Road.

For the record, IO has no information on this property with respect to heritage value other than that it has been listed on the City of Pickering's Municipal Heritage Registry. It is not of provincial heritage interest.

RE: comment on the report – I would argue that under 09-06 3.iii that the property is not a landmark (at least not for the reason cited). Also 3.ii is a weak argument; however, given that 2.i is a yes, there is no real value to changing these. As well, re: established circulation route – the current drive is by no means original, it likely dates from Brock Road expansion.

Thanks for the opportunity to comment. Please provide IO with a final version.

Regards,

Frank

Frank Dieterman Ph.D.

Manager, Heritage Projects

Environmental Management | Infrastructure Ontario

☎ 416-325-3591 | ✉ frank.dieterman@infrastructureontario.ca

From: Sowel Kang [mailto:skang@lgl.ca]

Sent: Wednesday, August 31, 2016 1:39 PM

To: Dieterman, Frank (IO) <Frank.Dieterman@infrastructureontario.ca>

Cc: Amy Munn <Amy.Munn@parsons.com>; Garron, Gus <Gus.Garron@parsons.com>; Kerslake, Holly <Holly.Kerslake@parsons.com>

Subject: 407 Transitway - Kennedy to Brock Road -- CHER for 3440 Brock Road

Dear Mr. Dieterman,

Further to the two Heritage Impact Assessments on properties on Reesor Road that Amy Munn from Parsons has forwarded for your review in April 2016, we have completed the Cultural Heritage Evaluation Report for 3440 Brock Road in the City of Pickering as part of the 407 Transitway (from east of Kennedy Road to Brock Road).

Please see attached the Cultural Heritage Evaluation Report for 3440 Brock Road for your review and comment. Please note that the Heritage Impact Assessment Report will be prepared after finalizing the attached report.

If you have any questions, please do not hesitate to contact me.

Kind regards,

Sowel Kang, M.E.S.

Senior Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6

Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

October 14th, 2016

Tate Kelly, MCIP, RPP
Planning Coordinator
Infrastructure Ontario, Development Planning
1 Dundas Street West, Suite 2000,
Toronto ON M5G 2L5

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Tate,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Infrastructure Ontario comments which were received on May 27th, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



Please see Chapter 8, Table 8.2
for details on comments and
responses

Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

Sowel Kang

Subject: UH#73 : #Wudgvwz d | #D#Nhqqhg | #w#Eurfn#Jrdg#DKID#ru#6773#Eurfn#Jrdg

From: Dieterman, Frank (IO) [<mailto:Frank.Dieterman@infrastructureontario.ca>]

Sent: Monday, December 05, 2016 10:05 AM

To: Kerslake, Holly <Holly.Kerslake@parsons.com>

Cc: Garron, Gus <Gus.Garron@parsons.com>

Subject: RE: 407 Transitway - Kennedy to Brock Road - HIA for 3440 Brock Road

Hi Holly,

Thank you for the opportunity to comment on this HIA for 3440 Brock Road.

With the transit way to be located in close proximity to the residence (approximately 25 metres to the north and grading/ROW less than 10 metres; as per Figure 2 in the attached report), IO does not support the report recommendation to move/reconstruct the barn on provincial lands as mitigation for the transit way impact to this structure. While IO understands the local heritage value of the property as per the City of Pickering's interest, the residence and outbuildings are surplus to provincial government needs.

IO supports the recommendation calling for a *Cultural Heritage Documentation and Salvage Report* prior to the barn's removal by MTO for the transit way.

Regards,

Frank

Frank Dieterman Ph.D.

Manager, Heritage Projects

Environmental Management | Infrastructure Ontario

416-325-3591 | frank.dieterman@infrastructureontario.ca

From: Kerslake, Holly [<mailto:Holly.Kerslake@parsons.com>]

Sent: Monday, December 05, 2016 9:43 AM

To: Dieterman, Frank (IO) <Frank.Dieterman@infrastructureontario.ca>

Cc: Garron, Gus <Gus.Garron@parsons.com>

Subject: RE: 407 Transitway - Kennedy to Brock Road - HIA for 3440 Brock Road

Hi Frank – I do not believe we received any comments from you on this report. My apologies if we missed any emails, we we're still in a project coordinator transition phase when this was sent out and may have missed something.

Thanks!

Holly

Holly Kerslake

Desk : +1 905.943.0446

Cell : +1 647.467.8379

From: Dieterman, Frank (IO) [<mailto:Frank.Dieterman@infrastructureontario.ca>]

Sent: Thursday, November 10, 2016 12:37 PM

To: Kerslake, Holly <Holly.Kerslake@parsons.com>

Subject: RE: 407 Transitway - Kennedy to Brock Road - HIA for 3440 Brock Road

Thanks Holly – IO is currently reviewing the draft report.

Regards,

Frank

Frank Dieterman Ph.D.

Manager, Heritage Projects

Environmental Management | Infrastructure Ontario

From: Kerslake, Holly [<mailto:Holly.Kerslake@parsons.com>]
Sent: Tuesday, October 25, 2016 1:01 PM
To: Dieterman, Frank (IO) <Frank.Dieterman@infrastructureontario.ca>
Cc: DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>; Sowel Kang <skang@lgl.ca>; Garron, Gus <Gus.Garron@parsons.com>
Subject: 407 Transitway - Kennedy to Brock Road - HIA for 3440 Brock Road

Hi Frank,

Please see the attached Heritage Impact Assessment for 3440 Brock Road for your review. Please let me know if you have any questions or concerns.

Holly

Holly Kerslake

Rail & Transit Systems, Parsons Transportation Group
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
holly.kerslake@parsons.com
Desk : +1 905.943.0446
Cell : +1 647.467.8379

May 31, 2016

CFN 51452

BY E-MAIL ONLY (graham.derose@ontario.ca)

Graham DeRose
Ministry of Transportation, Central Region
1201 Wilson Avenue
Building D, 4th Floor
Toronto ON M3M 1J8

Dear Mr. Graham DeRose:

**Re: Response to Draft Environmental Project Report (EPR)
407 Transitway – Kennedy Road to Brock Road
Transit Project Assessment Process
Rouge River and Duffins Creek Watersheds; Cities of Markham and Pickering; Regional
Municipalities of York and Durham**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Project Report (EPR) dated April 2016 for the above noted project on April 22, 2016.

Staff understands that the draft EPR involves the installation of an 18 km transitway facility along the Highway 407 corridor from Kennedy Road in Markham to Brock Road in Pickering. The proposed transitway consists of a two-laned, dedicated runningway and five (5) stations along the Highway 407 corridor. It is understood that the transitway will be initially implemented as a busway with potential conversion to light rail transit (LRT) in the future.

It is further understood that all of the existing and future 407 interchanges were evaluated as potential station sites. The evaluation of the sites considered environmental effects, transitway operation, convenience to users by means of feasible transit connections, adequate vehicular and pedestrian accessibility, and constructability ease and costs. The five (5) preferred station sites are:

- Markham Road Station – Southwest Site
- Ninth Line Station – Southwest Site
- Donald Cousens Station – Southeast Site
- Whites Road Station – Southwest Site
- Brock Station – Southwest Site

The stations will consist of weather protected platforms, park and ride lots, public pick up and drop off, bus facilities, etc. The three (3) stations that were not selected (McCowan Road, York/Durham Line and Rossland Road) were eliminated from consideration due to physical constraints, insignificant ridership, and protection of the site for future parking or environmental remediation/compensation.

Transit Project Assessment Process

As outlined in our *Living City Policies* (<http://www.trca.on.ca/the-living-city/public-consultations/the-living-city-policies.dot>), when the provincial *Environmental Assessment Act* was approved, Conservation Authorities were directed to provide technical comment on natural resources management for applications made under the *Act*.

In addition, through the Memorandum of Understanding on Conservation Authority Delegated Responsibilities we are also responsible for representing the provincial interest on natural hazards. Through this lens, staff has reviewed the above-noted information.

While staff has no objection in principle to the project, overall, we found that the lack of detailed information made it difficult for us to provide a complete review. As such, TRCA staff is not able to confirm the potential impacts of the project on TRCA's areas of interest or to confirm the proposed mitigation methods are appropriate. Key areas of concern within TRCA's jurisdiction are provided in Appendix A and may change once a response to Appendix A has been submitted for review.

Again, TRCA staff is available to meet with MTO and their project team to go over the proposal and the comments provided in Appendix A. TRCA staff would support a meeting that would include Parks Canada and Ministry of Natural Resources and Forestry (MNR) staff in order to have a fulsome discussion on concerns related to potential impacts to the natural heritage system and hazards and options related to mitigation and compensation.

Detailed Design

Looking ahead to the design stage, please note that development activities within regulated areas for or on behalf of the Government of Ontario (a provincial) or federal agency are exempt from the regulatory approval process under Section 28 of the Conservation Authorities Act. In the absence of the formal permitting process the province may voluntarily request TRCA to review and comment on detailed design activities associated with project construction, maintenance or emergency activities.

Should you choose to submit an application for a Voluntary Project Review at the design stage, TRCA will complete a comprehensive review and provide an opinion as to whether the interests, objectives, and tests of TRCA's permit requirements under Section 28 of the *Conservation Authorities Act* and under Ontario Regulation 166/06 – *Toronto and Region Conservation Authority (TRCA): Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses* will be satisfied. This includes a review as to whether or not there will be impacts to flooding, erosion, pollution and conservation of land. Voluntary Project Review fees will be charged (TRCA fee schedule - <http://www.trca.on.ca/dotAsset/189184.pdf>), and regular TRCA review process and service delivery timelines will be followed. Once TRCA concerns are satisfied, TRCA will issue a Voluntary Project Review Letter confirming that our interests have been met, if implemented as per the submission details provided. Further to correspondence from Parks Canada dated May 31, 2016, TRCA notes that Parks Canada encourages MTO to provide commitment to follow the process.

If the province chooses not to proceed with the voluntary review process it is requested that MTO highlight how TRCA detailed design concerns will be fully addressed in the EA in order to protect our interests of flooding, erosion, pollution and conservation of lands. We request that the provincial commitment to have these issues addressed as the project moves to detailed design and construction be recognized. However, staff understands that through the detailed design process, such commitments may not be fulfilled and thus, provincial interests related to flooding and erosion may not be addressed, and the natural heritage system may be unduly impacted. By copy of this letter to the Ministry of the Environment and Climate Change, the Ministry of Natural Resources and Forestry and Parks Canada we are advising them of our concerns.

Please ensure TRCA receives one (1) hard copy and one (1) digital copy of the final EPR. The final EA document should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions please contact me at extension 5759 or at sbevan@trca.on.ca.

Yours truly,



Suzanne Bevan
Senior Planner, Environmental Assessment Planning
Planning and Development

AM/

BY E-MAIL

cc:

Parsons: Amy Munn, Project Engineer (amy.munn@parsons.com)

Parks Canada: Richard Scott (Richard.Scott@pc.gc.ca)

MNRF: Adam Challice (Adam.Challice@ontario.ca)

MOECC: Sarah Paul (Sarah.Paul@ontario.ca)

Annamaria Cross (Annamaria.Cross@ontario.ca)

York Region: Steve Mota (Steve.Mota@york.ca)

Durham Region: Christopher Norris (Christopher.Norris@durham.ca)

City of Pickering: Richard Holborn (rholborn@pickering.ca)

City of Markham: Brian Lee (BLee@markham.ca)

TRCA: Beth Williston, Senior Manager, Environmental Assessment Planning
Quentin Hanchard, Associate Director, Planning and Development
Steve Heuchert, Associate Director, Planning and Development
Sharon Lingertat, Senior Planner, Environmental Assessment Planning
Maryam Nassar, Project Manager

APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
Water Resource Engineering General Comments		
1.	Please provide the V02 hydrological modelling files.	
2.	Please provide the HEC-RAS files for the hydraulic modelling as part of the final submission.	
3.	On page 6 of the report, please revise the 12h Chicago typo (should be 4h Chicago).	
4.	a) Please clarify the number of watercourses along the Transitway corridor on page 3, is it 49 watercourses or 40? b) Please clarify number of watercourses on page 12 (it says 53, however it was previously mentioned either 49 or 40 watercourses).	
5.	On page 7, please revise "Refer to Figure 3.3 in Appendix A" to "Refer to Figure 3.3 in Appendix B."	
6.	On page 11 it states that "all stations are modelled as Standhyd assuming TIMP = 70%" while in the V02 model, the impervious percentage of the stations are modelled at 90%. Please resolve this discrepancy.	
7.	a) Please include discussions and calculations of how the quality control (80% TSS removal) will be satisfied prior to outletting to the watercourses. Please include a description of the enhanced swales for the Transitway roadway, the underground storage tank for Whites Station, and other methods. b) It is understood that the majority of calculations, tables and figures are included in the Appendices, however it is recommended to include a discussion and a tabular summary in the body of the report for each treatment swale and Transitway Station including but not limited to: <ul style="list-style-type: none"> i. Watershed and criteria ii. Where the pond will outlet (to ditch, tributary, creek, etc.) iii. Drainage area(s) summary for pre-development and post-development iv. Pre-development and post-development peak flow summary v. A discussion of how the untreated areas are accounted for in the proposed treatment vi. Outlet control details and controlled discharge rates vii. SWM outlet details (to ditch, tributary, creek, etc.) viii. Impacts of outletting to watercourses and proposed mitigation 	
8.	Please include a discussion on the erosion and sediment control measures that are proposed to be used during construction. Please refer to the 2006 ESC Guideline, which can be downloaded from TRCA's STEP website: http://www.sustainabletechnologies.ca/wp/ . Please include ESC Plans for the Transitway and Stations (including but not limited to phasing, ESC measures preferably in a multi-barrier approach and all TRCA notes).	
9.	For any work within a floodplain <ul style="list-style-type: none"> a. TRCA staff recommends MTO consider developing a contingency plan for the 	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
	<p>safety of the construction activities proposed to be undertaken. This plan should be employed during a flood event. The contingency plan should include (but should not be limited to) a weather monitoring program to assist in observing the weather for potential flooding events, and a plan identifying how equipment and material within the valley and construction staging area will be managed during a flood event; and</p> <p>b. Ensure all existing grades are maintained (i.e. there is no filling).</p>	
10.	Please ensure that the Drainage, Hydrology, Stormwater Management and Floodplain Hydraulic Report is signed and sealed by a Professional Engineer.	
Transitway Comments		
11.	In Table 3.11 in Appendix B, please revise the unitary storage requirement from 367 m ³ /ha to 307 m ³ /ha (Ref. Table 5.2 in the Aquafor Beech Ltd 2012 Duffins Creek Hydrology Update).	
12.	The allowable Q for catchment 35 in Table 4.6 does not match allowable Q for catchment 35 calculated in Table 3.11. Please revise this discrepancy.	
13.	<p>a) Include typical swale cross section.</p> <p>b) Include flow rate summary and velocity calculation for each swale. An enhanced swale provides a WQ improvement if the runoff velocity is less than 0.5 m/s, with flow rate less than or equal to 0.15 m³/s using a 4h 25mm Chicago storm. Refer to Low Impact Development Stormwater Management Planning and Design Guide (CVC & TRCA, 2010).</p> <p>c) Include swale summary chart with length, slope, U/S and D/S elevation, velocity, and flow rate.</p> <p>d) Please include calculations indicating how the proposed enhanced swales will meet the 80% TSS removal. If additional measures are required, please incorporate pre-treatment before runoff enters the enhanced swale in a "treatment train" approach in order to provide the requisite water quality treatment of 80% TSS removal (i.e. OGS, swale forebay, gravel diaphragm, vegetated filter strip). Refer to Low Impact Development Stormwater Management Planning and Design Guide (CVC & TRCA, 2010).</p> <p>e) In Table 4.5 in Appendix B, where is Swale no. 20A on Figures 4.1 or 4.2, and Tables 4.3 and 4.4?</p> <p>f) In Table 4.6 of Appendix B, please revise the second Swale no. 24 to no. 25.</p> <p>g) Please include the discharge control calculations for the enhanced swales.</p>	
14.	As per the TRCA Stormwater Management Criteria, we recommend 5 mm of retention volume across the Transitway development (it does not include the 5 mm initial abstraction as per Figure 4-1 in the TRCA SWM Criteria Document, 2012).	
15.	Please number the Petticoat subwatersheds in Figure 3.2 in Appendix B.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
16.	Please re-number the second Petticoat subwatershed chart from "Allowable Q to 1" to "Allowable Q to 2" in Table 4.5 in Appendix B.	
17.	Figure 4.2: <ol style="list-style-type: none"> a. On Figure 4.2 in Appendix B, please be consistent with labeling the chainage at the high points. b. On Figure 4.2 in Appendix B, please label the swales (e.g. Swale #21, Swale #22...) as per listing in Table 4.3 in Appendix B. c. Please label Brock Road Station on Figure 4.2 in Appendix B. d. Clearly label drainage outlets on Figures 4.2 in Appendix B. 	
18.	Please provide a summary table with all VO2 modeling parameters for the original TRCA model and the Parsons model.	
19.	On Figure 1.1, please include a large scale drawing at a readable scale.	
20.	Figure 4.1: <ol style="list-style-type: none"> a. Please include a large scale drawing at a readable scale. b. Please revise to include all labels. c. Please label swales as per Table 4.3 in Appendix B. d. Please be consistent with labelling stations. e. Enhanced Swale 5 (ES5) drainage area is listed as 0.86 in Table 4.3 and 0.85 in Figure 4.1. f. ES7 doesn't appear to be in the low point of the road. Please confirm location and how runoff will drain to swale. g. Break point between ES8 and ES9 at 5+200.00 doesn't make sense. This does not appear to be at a low point and it is not clear which areas are draining to which swale. It also appears that ES8 or ES9 is missing altogether. Labeling Swales as per Table 4.3 would alleviate this issue (see comment 2c above). h. ES10, ES13, ES15 and ES16 are missing from the figure. Please revise and label. i. It is unclear how much area is draining to each swale there are 3 separate swales that appear to be ES18. Looks like a swale prior to crossing WC#18 (Little Rouge Creek) but unclear how much of the 1.29 ha for 513-1 is draining to the first swale and how much to the other 2 swales. Please confirm and indicate on the figure. j. Please label Donald Cousens Station. 	
21.	Please revise Table 4.5 in Appendix B as the allowable existing flow (Allowable Q) does not match the existing flow to Transitway Subarea 604.	
22.	Clearly label drainage outlets on Figures 4.1 in Appendix B.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
Station Site Comments		
23.	The extended detention drawdown period for the Whites Road Station and Brock Road station are 120 hours. Please revise the SWM criteria in the report and the SWM design to account for a 120 hour extended detention drawdown period.	
24.	It is to be noted that according to the Duffins Creek Hydrology Update Addendum (Aquafor Beech, May 2013), the unitary storages and flow rate targets that apply to the Seaton Land's drainage area are m ³ /imp-ha, and L/s/imp-ha since the impervious percentage is 90% (greater than the future development area % impervious per Table 5.2 in the Hydrology Update). Since the unitary storages and flow rates targets that have been applied in the submitted report (Parsons, January 2016) are pertaining to the whole drainage area (i.e. m ³ /ha for storage and L/s/ha for flow rate), it is therefore a conservative assessment of the requisite storage and discharge rates.	
25.	Please provide the 5mm retention for each Station area per TRCA SWM Criteria (2012).	
26.	Please label each outlet from the Station Ponds.	
27.	Please provide a drainage area tabular summary to each station pond along with the total contributing impervious area.	
28.	Please delineate the Regulatory Floodline along the adjacent watercourses on the station figures (i.e. Figures 5.4, and 5.5).	
29.	Please include a plan with the proposed SWM facilities with operational elevations in addition to 2 sections (length and width) through the pond.	
30.	Please label the SWM discharge outlet elevations.	
31.	Please include the outlet control details for each SWM facility.	
32.	Please include a discussion regarding the outlet controls as the TRCA requires details to demonstrate the feasibility of the proposed measures.	
33.	Please clearly identify the proposed pond outlet (ditch, creek, etc) and outfall details.	
34.	Please provide a summary table with all modeling parameters for the original TRCA model and the Parsons model.	
35.	Please provide an overflow weir and overland flow route in case there are any orifice obstructions or a storm event greater than the 100 year to provide safe conveyance for all ponds.	
36.	Please confirm that the proposed outfalls from each of the SWM ponds are per TRCA SWM Criteria. As stated in Appendix E of the Stormwater Management Criteria (TRCA, August 2012), outfalls are to be placed outside the 100 year erosion limit and above the 25 year flood elevation of the receiving watercourse.	
37.	Please identify any and all overland flow routes on the SWM facility plans.	
38.	Please plot floodplain on all station drawings to confirm stations are not within the	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
	floodplain, and safe access to the site.	
39.	Please confirm there are no impacts to the designed outlet controls from the Regional flood.	
40.	Please clarify if “green” parking design will be implemented, including low impact developments (LIDs) for water management, plantings for shade and carbon capture, etc.	
Markham Road Station Comments		
41.	Please include modeling schematic for the Markham Station in Appendix C.	
42.	There are inconsistencies with the settling length calculation (length width ratio discrepancy Table 5.1d), please confirm the length to width ratio and update the calculation accordingly. Refer to Stormwater Management Planning and Design Manual (MOE, 2003).	
43.	Please explain the strategy for Catchment A4 in the Post Development Conditions. Is there an overland flow route designated? Where is the drainage directed during the minor/major events? A4 appears to drain to Markham Road uncontrolled, please confirm how the post-to-pre quantity requirement.	
44.	Table 5.1e cannot be properly reviewed without the outlet details to confirm the feasibility of the design. Please refer to Comments 24 and 25 requesting the pond discharge elevations and outlet control details.	
45.	Table 5.1-b and Table 5.1-c do not match the VO2 output included for the Post Uncontrolled and Post Controlled flows. Please revise.	
46.	Storage Provided (in Table 5.1-b) for the 10-year storm should be 2007 not 2054 (per VO2 output). Please revise.	
47.	All Storage units should be revised from ha*m to m ³ in Table 5.1-b and Table 5.1-c.	
48.	All Storage Provided Values for the 4hr Chicago Storm do not match the VO2 output in Appendix C. Please revise.	
49.	Tables 5.1-b and 5.1-c note the controlled flow is based on 6.55ha but the VO2 output uses 5.95ha. Please confirm and revise as necessary (both the 12hr AES and the 4hr Chicago).	
50.	Please note that the Release Rates in Table 5.1-c are greater than the Allowable Release Rates for the 4hr Chicago. Please revise or explain.	
Ninth Line Station Comments		
51.	Please explain the strategy for Catchment A2 in the Post Development Conditions. Is there an overland flow route designated? Where is the drainage directed during the minor/major events?	
52.	There are errors apparent in Table 5.2-d, please review and confirm the values in the spreadsheet.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
53.	Inconsistencies with the settling length calculation (length width ratio discrepancy Table 5.2d), please confirm the length to width ratio and update the calculation accordingly. Refer to Stormwater Management Planning and Design Manual (MOE, 2003).	
54.	Table 5.2-e cannot be properly reviewed without the outlet details to confirm the feasibility of the design. Please refer to Comments 24 and 25 requesting the pond discharge elevations and outlet control details.	
55.	The Outlet Structure – Design Discharge in Table 5.2-c does not match the values listed in the VO2 model. Please update with the correct values.	
56.	Please note the 100-year storm output is not included in Appendix C. Please add the 100-year storm output to Appendix C for this station.	
Donald Cousens Parkway Station Comments		
57.	Catchment areas from Figure 5.3 do not match with schematic, VO2 model and design sheets. Figure 5.3 indicates that A1 through A4 is 3.26 ha, and the schematic, VO2 model and design sheets use 4.86 ha. Please revise and correct this discrepancy.	
58.	Please clearly illustrate the pre-development (existing conditions) boundary on Figure 5.3.	
59.	<p>Figure 5.3 indicates that Catchment A-6 is to be treated by a proposed OGS prior to release.</p> <ul style="list-style-type: none"> a. Please note that TRCA has taken a position parallel to the City of Toronto where by OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures must be considered. For example, enhanced swales and plantings could be implemented downstream of the OGS unit before flows enter the watercourse. Please investigate this option further, with the understanding that LID measures required as part of the 5mm on-site retention are considered as quality treatment, and would constitute a treatment train. Please provide details how this catchment (and station) will meet the 80% TSS removal criteria. b. Please include OGS sizing calculations in the Appendix. c. Is there an overland flow route designated for this catchment? Where is the drainage directed during the minor/major events? 	
60.	Please explain the strategy for Catchment A-5 and A-6 in the Post Development Conditions. Is there an overland flow route designated? Where is the drainage directed during the minor/major events? Please confirm how the post-to-pre quantity requirement.	
61.	Inconsistencies with the settling length calculation (length width ratio discrepancy Table 5.3-d), please confirm the length to width ratio and update the calculation accordingly. Refer to Stormwater Management Planning and Design Manual (MOE, 2003).	
62.	Table 5.3-e cannot be properly reviewed without the outlet details to confirm the feasibility of the design. Please refer to Comments 24 and 25 requesting the pond discharge elevations and outlet control details.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
63.	The Outlet Structure – Design Discharge in Table 5.2-c does not match the values listed in the VO2 model. Please update with the correct values.	
64.	There are some inconsistencies between the values listed in Tables 5.3-b and 5.3-c and the VO2 output. Please revise accordingly.	
Whites Road Station Comments		
65.	Please revise the storage required column in Tables 5.4-b1, and 5.4-c1 in Appendix C to have the storage required values listed in Table 5.5-a1 in Appendix C as the required storage is based off unitary values.	
66.	Please confirm the drainage area to the north SWM facility. Figure 5.4 has a total drainage area of 3.14 ha to the north SWM facility while the VO2 model and Table 5.4-A1 list an area of 4 ha.	
67.	Please reverse the columns “storage provided” with “storage required” as the “storage provided” values from VO2 are in the “storage required” column.	
68.	Please include the design details of the underground south SWM facility (i.e. length and width cross section, outlet control detail, stage-storage-discharge calculation).	
69.	Please indicate what method of quality treatment for the drainage areas draining to the underground SWM facility is proposed.	
70.	Please note that the 2-year and 5-year required storages according to the unitary rates are 1208 m ³ and 1564 m ³ , respectively as per Table 5.4 – A1. The storage provided from the SWM pond for the 2-year, 5-year events are 1155 m ³ , and 1546 m ³ as extracted from the VO2 model which is 53 m ³ and 18 m ³ lower than what is required. As such, please revise the pond to include the proper storages for the 2-year and 5-year storm events.	
71.	All Storage units should be revised from ha*m to m ³ in Table 5.4-C1.	
Brock Road Station Comments		
72.	Please provide clarification of the rationale to include Brock Station SWM pond design in the submitted report (Parsons, January 2016) if the pond is already constructed (field verified). If there are changes proposed to the pond, please address the below comments.	
73.	Staff has noticed a high water level present in the pond. What is the freeboard provided for the 100 year storm event?	
74.	What is the freeboard between the water level and the spill point towards Brock Road?	
75.	Please revise the storage required column in Tables 5.5-b, and 5.5-c in Appendix C to have the storage required values listed in Table 5.5-a in Appendix C as the required storage is based off unitary values.	
76.	Please confirm the drainage area to Brock Street SWM facility. Figure 5.5 has a total drainage area of 13.08 ha while the VO2 model and Table 5.5-a list an area of 10.24 ha.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
Hydraulic Crossing Comments		
*Please note that a proper review could not be conducted as the digital HEC-RAS file was not provided, however general comments are listed below.		
77.	Please provide the digital HEC-RAS file including the pre-development and post-development conditions for all proposed crossings.	
78.	Please adjust contraction and expansion coefficients for all crossings from 0.1 and 0.3 to 0.3 and 0.5 as per HEC-RAS technical manual (i.e. 2 crossings upstream of the structure and 2 crossings downstream while accounting for full contraction and expansion).	
79.	Please revise the upstream ineffective flow areas as per the HEC-RAS technical manual.	
80.	Based on the HEC-RAS outputs included, it is unclear where the flows are derived from (i.e. previous TRCA models, revised flows, etc). Please confirm.	
81.	In the HEC-RAS output, it is recommended that each watercourse be labelled with number and name (i.e. WC3 = Middle Rouge) for ease of review.	
Hydrogeology Comments		
82.	Staff appreciates efforts to identify groundwater discharge zones along watercourse valleys and is largely in agreement with the selection of open footed structures. Please consider the possibility that groundwater discharge within the Milne Dam Conservation Area may be encountered.	
83.	Staff appreciative efforts to identify Wellhead Protection Areas along the transitway. Please also identify Significant Groundwater Recharge Areas along the transitway.	
84.	Staff acknowledge that recharge functions along the transitway may be impacted post-construction. At detailed design, please assess the implementation of low impact development (LID) infiltration techniques assessed through direct investigation. With regards to LID infiltration design, please see TRCA's Stormwater Management Criteria, Appendix C Water Balance and Recharge, and in particular Section 2.3 on infiltration testing.	
85.	It is acknowledged that discharge functions at bridge construction locations may be impacted temporarily during construction activities. At detailed design, please provide plan view maps showing ZOI estimates in relation to natural heritage features.	
86.	At detailed design, please provide a copy of Permit to Take Water (PTTW) applications and/or permits.	
Ecology Comments		
87.	According to the reports, wildlife passage currently occurs along 407 at Rouge River (R4); Little Rouge Creek (R10); West Duffins Creek and tributaries (D1, D2, D3); Urfe Creek (D15), Brougham Creek (D16) and Brougham Creek (D17). TRCA understands that MTO has its own guidelines such as the MTO fish guide that are followed for these projects.	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
	<p>TRCA respectfully requests that your terrestrial and fish reports address TRCA Crossing Guidelines for Valley and Stream Corridors and compare to the MTO standards. http://www.trca.on.ca/dotAsset/214493.pdf. TRCA would like to ensure that new structures at the above mentioned creek crossings are equal or larger than the 407 crossings.</p> <p>For example the Boxgrove culvert size at the 407 should be equal or larger at the Transitway. All valley corridors support wildlife connectivity and best efforts should be made to install culverts that allow for wildlife passage at each water crossing or a separate terrestrial passage be implemented within the same corridor.</p>	
88.	<p>TRCA suggests that studies are completed now to determine watercourse crossings instead of at detailed design as stated in Section 5.3.1 page 5.10 as this may affect design layout.</p>	
89.	<p>The Terrestrial Ecosystem Report suggests that out of 86+ hectares of vegetation removal less than three hectares are identified as requiring compensation. TRCA disagrees that the removal of shallow marsh areas will have minor impacts on the system as stated repeatedly in the Terrestrial Report and we appreciate that Environmental Project Report states in Section 6.2.1 Removal of Wetland and Forest Communities (page 6-8) "Compensation for the removal of wetland and forest communities should be provided. Compensation should be provided at a rate determined with agencies during the Detail Design phase."</p> <p>TRCA would like to work with MTO to determine areas that will most benefit the surrounding natural features and enhance wildlife corridors. Please provide an additional figure that identifies wetlands, creek woodlands adjacent to development (within 120 meters) or that are to be removed due to the transit corridor and possible areas within the watershed that can be restored. We respectfully request that this is not put off until detail design as it may affect design at some stations. Please create a table and figure showing all wetland and forested areas to be removed or disturbed and show areas within the watershed that can be restored to compensate.</p>	
90.	<ul style="list-style-type: none"> a) SWM ponds should be located outside the natural heritage system. If not, the facility and associated grading should be located at least 10 m from the natural features and hazards, including vegetation dripline, long-term stable slope, etc. as per OPA22 of the City of Pickering Official Plan. b) TRCA has detailed drainage information for all of the wetlands in the Seaton Community (North Road to Brock Road). Please attempt to create the pre-development drainage as shown in the Seaton Community mapping to support the surrounding wetlands. The natural heritage system outlined in the Seaton MESP is helpful in the development of detail design to ensure that the transitway supports the function of the natural system. c) Please add the creek and wetland layers to figures 5-7 through 5-10 to assist with analysis. d) It may also benefit MTO to show areas adjacent to the transitway that are designated for development as these may be areas where the footprint of the road can be larger with room for LID measures etc. 	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
91.	<p>TRCA suggests that at this time the transitway terminates at Brock Station until demand and layout has been determined for areas further to the east. This would avoid negative impacts to the Brougham Creek (D-16, D-17, D-18) area. This area encompasses a large valley feature and associated wetlands. Until a future station to the east is identified for construction TRCA recommends the removal of this section from the EPR.</p>	
92.	<p>The stations are necessary and TRCA appreciates the difficulty of obtaining land, but TRCA would like to see the station footprints reduced in some areas where wetlands and/or forests will be impacted by the station. Please show ELC, top of slope and meander belt of nearby creeks on drawings for stations. There is an opportunity to create a more compact, green parking facility by building a parking garage, reducing kiss and ride footprint, and underground stormwater storage in the station areas that are restricted by surrounding features.</p> <ul style="list-style-type: none"> a) The Markham Station is shown to remove 0.13 hectares of wetland Please attempt to reduce the footprint of the Markham Station. There is opportunity to move it to the west into the future MTO car pool lot or build a parking garage. Currently the platform, bus loop, bike path and SWM pond are located within the natural feature. b) It is understood that the Rossland Road interchange was not selected as a station site because the west side will be protected for a potential temporary garage and/or environmental compensation purposes. Staff also understands that a decision on the temporary garage will be based on the construction timing of the Rossland Road extension. The Rossland Road area provides an ecological net benefit as a compensation site as it will greatly increase the natural heritage system in the area. <ul style="list-style-type: none"> i. Please confirm if the temporary garage can be located at a station that is proposed to be built but will not be at capacity? ii. Please identify a commitment within the final EPR to compensate this area. Areas that are available for restoration should also be identified so that there is clear direction on restoration at the detailed design stage. iii. Please clarify whether there is an opportunity to ultimately restore this site (a) should a temporary garage not be required, and (b) once the temporary garage is removed if it is required. Also please clarify if a site plan of the temporary garage will be provided to staff for review. c) Please confirm where the Ninth Line SWM pond drainage connects. d) Donald Cousens Parkway Station has 2 to 3 headwaters features to the south of it; please ensure that predevelopment drainage patterns are maintained. The drawings appear to show drainage being captured from the unpaved areas around the station and directed into a channel or a pipe and directed to the SWM pond and then to Trib C. Please ensure that this water is not contributing to the mapped headwaters to the south of the station. 	

ITEM	TRCA COMMENTS (May 31, 2016)	PROPONENT RESPONSE
	e) Please confirm that the Whites Road Station does not interrupt the north/south or east/west natural heritage system as outlined in the Seaton Final MESPA.	
93.	Please show a more detail design of SWM Pond outfalls. Please note that at detail design TRCA will be looking for design that ensures that water discharge and volumes directed to the natural system will not cause erosion due to increases in quantity or velocity of water drainage.	
94.	<p>Please review TRCA's Evaluation, Classification and Management of Headwater Drainage Features Guidelines as this will assist TRCA in evaluating the function of some of the ephemeral creeks and some of the headwater features that were not included in your studies. http://trca.on.ca/dotAsset/180724.pdf. TRCA can provide the data for all features within the Seaton lands so that hydrology to these headwater features can be addressed.</p> <p>Please show all wetlands, creeks, headwaters and identified natural features adjacent to or within 120 meters of the transitway on a map with all of the crossings and proposed grading. There are a number of features that do not appear on report figures that should be evaluated.</p>	
95.	Please include temperature as an additional negative impact associated with development. It is important to prevent temperature spikes in all watercourses as these spikes create a harsh environment for fish and other aquatic species. The impact of asphalt heat islands on creeks, wetlands and adjacent forests can have negative effects and change the community species composition. Aquatic ecosystems include the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations. All of the above items should be addressed in Section 6.2.1 of the report. TRCA encourages MTO to mitigate for the urban heat island effect by implementing green infrastructure such as green roadways, permeable pavements, LID features & green technologies.	
96.	Transitway drawings show a great deal of grading (fill) in areas that are identified as creeks or drainage features, please show all creeks, wetlands and drainage on the Drawing Set Alignment Plan and Profile Plates. Please also show the current crossings for each Highway 407 crossing.	
97.	Please add wetlands and watercourse monitoring to Groundwater Section on page 6-31 if in the ZOI for dewatering.	
98.	Please note that the West Duffins ESA boundary is shown incorrectly on the maps and should reflect the feature.	

December 5th, 2016

Suzanne Bevan
Senior Planner, Environmental Assessment Planning, Planning and Development
Toronto and Region Conservation
5 Shoreham Drive
Toronto, ON M3N 1S4

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Suzanne,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Toronto and Region Conservation comments which were received on June 1st, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



Please see Chapter 8, Table 8.2
for details on the comments and responses

Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

**407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003**

Mr. Steve Mota
Program Manager, Infrastructure Planning
York Region
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Update contact information if necessary

Mr. Joshua Wang

Transportation Technologist

Transportation and Community Planning

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Grant Kauffman <gkauffman@lgl.com>
Sent: Wednesday, August 13, 2014 3:24 PM
To: 'Sowel Kang'
Cc: George Ivanoff
Subject: FW: 407 Transitway East - Updated Contact Information
Attachments: LGL Letter Response Form Completed 2014-08-06.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sowel:

Here is the response from York Region.

Grant

From: Wang, Joshua [<mailto:Joshua.Wang@york.ca>]
Sent: Wednesday, August 13, 2014 2:16 PM
To: 'Kauffman, Grant'
Cc: Mota, Steve
Subject: 407 Transitway East - Updated Contact Information

Hi Grant,

Enclosed is the response form for the project: 407 Transitway from east of Kennedy Rd to east of Brock Rd.

- Would you add me to the contact list in addition to Steve Mota? (Note: "Infrastructure Planning" is now "Transportation and Community Planning")
- Would you send a copy of all York Region contacts for this study so we can coordinate a Regional response?
- What background information do you need from us?

Thanks,

Josh

Joshua Wang, P.Eng. | Transportation Technologist, Infrastructure Management and PMO Branch, Transportation and Community Planning Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 905-830-4444 ext. 75146 | **C:** 416-602-6280 | Joshua.Wang@york.ca | www.york.ca
Our Values: Integrity, Commitment, Accountability, Respect, Excellence



Please consider the environment before printing this email.

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Valerie Shuttleworth

~~Mr. John Waller~~
Director, Long Range Planning
York Region
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

*We wish to be kept informed
of the study progress.*

Thank you.

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Wang, Joshua <Joshua.Wang@york.ca>
Sent: Friday, August 15, 2014 11:53 AM
To: 'Sowel Kang'
Cc: Whitney, Karen; Kawun, Adrian; Choi, William; May, Paul; Hollinger, Stephen; Mota, Steve
Subject: RE: 407 Transitway East - Updated Contact Information
Attachments: LGL Letter 2014-08-06.PDF; Key Plan.jpg

Sowel,

Would you also add the following individuals to the contact list:

Karen Whitney, Director – Community Planning and Development Services
Adrian Kawun, Manager – Service Planning
William Choi, Program Manager – Transit Planning
Paul May, Chief Engineer – York Region Rapid Transit Corporation
Stephen Hollinger, Senior Project Manager – York Region Rapid Transit Corporation

Here is some background information as requested:
[2014 – 10 Year Roads Capital Construction Program](#)
[YRT/Viva 2014 Annual Service Plan](#)

The individuals above will be able to provide more information regarding specific data requests or questions. For information on future development in the area, please contact The City of Markham.

Karen, Adrian, William, Paul, and Stephen,

We received a notice from LGL regarding a planning and preliminary design study for the 407 Transitway from east of Kennedy Road to east of Brock Road (attached). To assist with their planning activities, they have requested background information on future development and future transit/transportation plans. I sent links to our Annual Service Plan and 10 Year Capital Plan. Please let me know if there is anything else that would be helpful.

Joshua Wang, P.Eng. | Transportation Technologist, Infrastructure Management and PMO Branch, Transportation and Community Planning Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 905-830-4444 ext. 75146 | **C:** 416-602-6280 | Joshua.Wang@york.ca | www.york.ca
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Please consider the environment before printing this email.

From: Sowel Kang [<mailto:skang@lgl.com>]
Sent: Thursday, August 14, 2014 2:59 PM
To: Wang, Joshua
Cc: 'Amy Munn'; 'Gus Garron'; 'george ivanoff'
Subject: FW: 407 Transitway East - Updated Contact Information

Hi Joshua,

Thank you for the response form.

-We will certainly add you to our contact list and we will revise "Infrastructure Planning" to "Transportation and Community Planning".

-Please note that the following York Region contacts were sent the same project's initial contact letter as Steve Mota:

Bruce Macgregor, CAO
Daniel Kostopoulos, Commissioner of Transportation and Community Planning
John Waller, Director, Long Range Planning
Eric Jolliffe, York Regional Police
Irene McNeil, YRT Operations
Karim Kurji, Medical Officer of Health

-Background information we would like to receive are regarding future development plans within and adjacent to the study area. Also information on future transportation and transit plans would be of great interest to us.

If you have any questions or require additional information, please feel free to contact me.

Kind regards,

Sowel

Sowel Kang, M.E.S.

Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6

Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

_____ Information from ESET NOD32 Antivirus, version of virus signature database 10261 (20140815)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. Alan Brown
Director of Engineering
City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

Update contact information if necessary

Please check the most appropriate statement.

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I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

City of Markham staff would like to be involved in this study. please inform us of future meetings and information about the study.

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Majdi, Sepideh <SMajdi@markham.ca>
Sent: Friday, November 14, 2014 1:40 PM
To: Amy Munn
Cc: Gus Garron
Subject: FW: 407 Transitway EA- questions
Attachments: Comments provided by City of Markham Nov 14 2014.pdf

Importance: High

Hi Amy,

Attached, please find responses to your questions prepared by Development Manager for East District.

Thanks,

Sepideh Majdi, P. Eng.
Senior Engineer- Special Projects
Engineering Department
Anthony Roman Centre | City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

T: 905.477.7000 Ext. 2414
F: 905.479.7773
E: smajdi@markham.ca
www.markham.ca

-----Original Message-----

From: Campbell, Sally
Sent: Friday, November 14, 2014 12:57 PM
To: Majdi, Sepideh
Subject: RE: 407 Transitway EA- questions
Importance: High

Hi Sepideh,

Attached are my responses to Amy's questions.

Sally Campbell MCIP, RPP, MRTPI

Acting Development Manager, East District Development Services Commission Corporation of the City of Markham
101 Town Centre Boulevard
Markham. ON. L3R 9W3
Tel: 905 477 7000 ext. 2645
Email: scampbell@markham.ca

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]
Sent: Thursday, October 09, 2014 2:23 PM
To: Majdi, Sepideh
Cc: 'Gus Garron'
Subject: 407 Transitway Corridor - Planned Development

Hi Sepideh,

We had a couple questions that we were hoping you could answer for us concerning the projected timelines of planned developments within the corridor.

- What is the timing of the future employment lands east of McCowan Road (North of 14th Avenue)?
- What is the timing of the planned development along Copper Creek Drive (i.e. planned nursing home and banquet hall)?
- What is the timing for the proposed development to the east of Donald Cousens Parkway?
- What is the timing for the access to the future employment lands to the east of Donald Cousens Parkway? Would it be possible to get a drawing of the proposed layout?
- What are the restrictions on the greenbelt lands located within the triangle bounded by Reesor Road and the CN rail tracks?

Thanks!

Amy Munn, PEng, BaSC

**

500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

P: 905.917.3221

C: 416.939.3054

F: 905.470.7590

www.parsons.com

**Delcan has recently joined the Parsons family. My email has changed to

Sepideh Majdi, P. Eng.

Senior Engineer- Special Projects

Engineering Department

Anthony Roman Centre | City of Markham

101 Town Centre Boulevard

Markham, ON L3R 9W3

T: 905.477.7000 Ext. 2414

F: 905.479.7773

E: smajdi@markham.ca

www.markham.ca

-----Original Message-----

From: SMajdi@markham.ca [<mailto:SMajdi@markham.ca>]

Sent: Thursday, November 06, 2014 2:05 PM

To: Majdi, Sepideh

Comments provided by City of Markham, Development Manager – East District, November 14, 2014, in response to questions posed by Amy Munn of Parsons.

1. What is the timing of the future employment lands east of McCowan Road (North of 14th Avenue)?

These lands are designated in the new Official Plan (not yet in force) for General Employment and Service Employment. The uses permitted under these designations allow for manufacturing, warehousing, office, limited retail and related commercial uses and commercial schools / trade schools.

There are currently no live applications of proposals that City staff is aware of. The Region of York does own a small parcel of land on the north side of 14th Ave. opposite Middlefield Road, which is intended for an EMS Ambulance Station. Construction timing is unknown, but estimated before 2020.

2. What is the timing of the planned development along Copper Creek Drive (i.e. planned nursing home and banquet hall)?

Timing for the banquet hall and senior residence is unknown. Any future development would be subject to development applications for Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Site Plan Control (SC).

The lands are also subject to a deferral in the new Official Plan (not yet in force) imposed by the Region of York to enable to cumulative impact of removing these and other lands in Markham from Employment designations to be assessed as part of the Region's municipal comprehensive review by April 2015.

Note: the lands east of the banquet hall / seniors residence site are also subject to the above mentioned deferral. These lands, which also abut the 407 Corridor, are subject to current development applications for OPA, ZBA and Plan of Subdivision to permit approximately 200 residential units and public roads. Subject to the deferral being lifted this site could be built-out by 2020.

3. What is the timing for the proposed development to the east of Donald Cousens Parkway?

The lands east of the DCP on the north side of the 407 Corridor are designated in the new Official Plan (not yet in force) as Future Employment Area and are currently subject to appeals to the Regional Official Plan. No timing.

The lands east of the DCP on the south side of the 407 Corridor are designated in the new Official Plan (not yet in force) as Business Park Employment and are potential locations for a future Secondary Hub and Go Station.

4. What is the timing for the access to the future employment lands to the east of Donald Cousens Parkway? Would it be possible to get a drawing of the proposed layout?

Infrastructure Ontario owns the lands east of Reesor Road, north of the 407. There are no current development applications or plans. No known timing.

5. What are the restrictions on the greenbelt lands located within the triangle bounded by Reesor Road and the CN rail tracks?

This parcel is completely within the Greenbelt Plan Area as Natural Heritage System and Protected Countryside. It is also partly covered by the City's Greenway designation. The Provincial Policy regarding development within the Greenbelt should be carefully reviewed. The City's OP policies in this regard are found at the following website location chapter 3.

[City of Markham - 2014 Official Plan](#)



February 18, 2015

Tarita Diczki, MTO Acting Project Manager
Ministry of Transportation, Central Region
Building D, 4th Floor, 1201 Wilson Avenue
Toronto, Ontario,
M3M 1J8

**Khaled El Dalati, Vice President,
Transportation**
Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario,
L3R 9R9

Dear Ms. Diczki and Mr. El Dalati:

**Re: 407 Transitway- Phase 2- City of Markham Comments on the January 28, 2015
Presentation to Technical Resource Group (TRG)**

City of Markham staff has reviewed the 407 Transitway- Phase 2, January 28, 2015 presentation to Technical Resource Group (TRG) by Parsons and has the following preliminary comments. Staff will provide further comments as we receive new information from MTO or Parsons.

General comments:

We understand that Parsons has initiated the planning of the Phase 2- 407 Transitway alignment (Kennedy Road to Brock Road) and station alternatives along with preliminary layouts for the recommended alternatives. In order to provide comprehensive comments, City of Markham staff requires the information below:

- Environmental Field Investigation including impact assessment and mitigation measures
- Plan and profile of the Transitway alignment alternatives
- Configuration/Layout of the stations alternatives including:
 - Pedestrian and cycling connectivity
 - Bike parking facility
 - Pick up/ Drop off facility
 - Vehicular connectivity
 - Design standards of the proposed access road

- Preliminary cost comparison of alternatives
- The future hydro line location plan
- Storm Water Management for stations and access roads including LID measures, green technology and best practices for the SWM design
- Property requirements
- Evaluation criteria and scoring of the Transitway alignment and stations alternatives
- Based on the presentation, it appears vehicular access is the primary consideration for the station location. However, pedestrian and cycling access to the station should be considered.
- Heritage area should be recognized
- Need to recognize the new City of Markham Official Plan and other planning studies to be consistent with future plans around the station area
- Demonstrate connectivity between 407 Transitway and other transit systems
- Parking demand review and policies regarding reduced parking and encouraging access to the station by different modes

Kennedy Station (Unionville Station):

As previously discussed at the September 15, 2014 meeting with MTO and Parsons, City of Markham has previously expressed concerns with the Transitway alignment at the Kennedy Station. We are not in agreement with the Transitway station location and alignment as shown on the *407 Transitway from east of Highway 400 to Kennedy Road Environmental Project Report (EPR)*. City of Markham is currently undertaking a Mobility Hub Study centered on the Unionville GO Station and environs, and the MTO has been invited to participate in this work. The intent of this study, in part, is to recommend an alternative alignment for the 407 Transitway and station location. Given the City did not agree with the alignment as shown in the EPR of the central section and on-going status of the Mobility Hub Study, the City opposes the existing alignment taken 'as a given' for the alignment going east.

We recommend that the Transitway Central Section alignment through this Station shown in the EPR, not be shown on any drawings of the Transitway East project (Phase 2) and that appropriate notations be made on the drawings and report relating to the need to revisit the alignment within this Station. A copy of the previous City's comments is attached for your reference.

McCowan Road Station:

Parsons presented a preferred site layout for this station with just pedestrian connection and does not include a parking facility. However, we recommend the feasibility of having the parking for this station be reconsidered and evaluated.

If the evaluation indicates that pedestrian access only is to be provided for this station, Markham staff prefers to locate the station platform under the McCowan Road to allow for easy and direct pedestrian access to the street.

The site layout with the following should be re-evaluated:

- Pick Up/Drop Off facility
- Bike parking facilities
- Enhanced pedestrian and cyclist access
- Local transit connection (accessibility consideration)

Markham Road Station:

Southeast Alternative 1:

We have concerns about locating the station in a close proximity to the residential neighborhood due to incompatibility of the land use and lack of information regarding mitigation.

It appears that providing a vehicular access from Markham Road to the station is difficult.

Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.

Environmental Impact to the existing pond should be evaluated.

Southwest Alternative 1:

Why this station is located outside of the Hydro Corridor?

Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.

Ninth Line Station:

Southwest Alternative 1:

This alternative appears to have the most potential impact to the adjacent residential neighborhood and we express concern with this close proximity to the residential community. We do not recommend using local neighborhood streets as access routes to the station since local residential streets are designed for this purpose.

Also using the old Ninth Line for station access will increase the traffic and negative impact to the adjacent residential subdivision.

Southeast Alternative 1:

This alternative appears to have less impact to the residential neighborhood and more compatible with the adjacent commercial use.

The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for evaluation of the alternatives.

Since the lands located southeast of the interchange will be protected for the potential future 407 ETR ramp, City of Markham staff would like to assess the feasibility of combining the future ramp and station access routes with a signalized intersection.

The options for driveway access through Boxgrove development should be explored.

Opportunity for shared parking with the commercial development in this area should be further investigated.

Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.

Southeast Alternative 2:

The feasibility of providing station access at the east end of the station should be assessed (similar to Southeast Alternative 1 access location.)

The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for evaluation of the alternatives.

Since the lands located southeast of the interchange will be protected for the potential future 407 ETR ramp, City of Markham staff would like to assess the feasibility of combining the future ramp and station access routes with a signalized intersection.

Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.

Donald Cousens Station:

This station has been identified as potential Secondary Hub in Markham's new Official Plan approved by York Region in June 2014.

We understand that this station would only be built if a GO Transit station on the Havelock Subdivision is implemented. However, City of Markham staff recommends that the required property to accommodate the station facility be protected for the future implementation. More detailed analysis and evaluation are required for this station to address the Hub station requirements.

The proposed interim treatment for this station is not consistent with the preferred site layout.

Greenbelt Plan and Rouge Urban National Park documents should be reviewed as part of developing alternatives for this station.

Southeast Alternative 1:

The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for alternative evaluation. The feasibility to combine the potential future 407 ETR ramp should be assessed with a signalized intersection.

The "Southeast Alternative 1/ Access Option B" appears to have a more desired intersection spacing.

York Durham Line Station:

According to the presentation, there is not sufficient ridership to justify a station at this location. However, we recommend this station be planned as part of this study and the required property be protected accordingly.

Further cultural heritage investigations should be considered in developing the alternatives for this station.

Next Steps:

In order to update Markham Council, a PowerPoint Presentation (PPP) to Markham Development Services Committee (DSC) on the 407 Transitway alignment, stations alternatives and study process is requested by the MTO prior to the first PIC in April 2015.

We would be pleased to review our comments with you at your convenience.

Yours truly,

A handwritten signature in blue ink, appearing to read 'S-Majdi'.

Sepideh Majdi

Senior Development Engineer – Engineering

City of Markham

905-477-7000 ext. 2414

CC: **Alan Brown**, Director, Engineering – City of Markham
Brian Lee, Deputy Director, Engineering – City of Markham

Elizabeth Paudel

From: Majdi, Sepideh <SMajdi@markham.ca>
Sent: Tuesday, February 24, 2015 4:42 PM
To: Amy Munn
Cc: Lee, Brian; Brown, Alan; Khaled El Dalati; Gus Garron; Diczki, Tarita (MTO)
Subject: FW: 407 Transitway- Phase 2, January 28, 2015 presentation to Technical Resource Group (TRG)- City of Markham Comments
Attachments: John Wilkinson - 407 Transitway Environmental Project Report.pdf; 407 Transitway- Phase 2- City of Markham Comments.pdf

Hi Amy,

Further to our February 20, 2015 comments on the above noted project, attached please find City of Markham's formal letter including our comments for your information.

Please do not hesitate to contact me if you would like to discuss them.

Thanks,

Sepideh Majdi, P. Eng.

Senior Engineer- Special Projects
Engineering Department
Anthony Roman Centre | City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

T: 905.477.7000 Ext. 2414

F: 905.479.7773

E: smajdi@markham.ca

www.markham.ca

From: Majdi, Sepideh
Sent: Friday, February 20, 2015 5:26 PM
To: 'Amy Munn'
Cc: Lee, Brian; Khaled El Dalati; Gus Garron; Diczki, Tarita (MTO)
Subject: 407 Transitway- Phase 2, January 28, 2015 presentation to Technical Resource Group (TRG)- City of Markham Comments

Hi Amy,

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Next Steps:

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We would be pleased to review our comments with you at your convenience.

I will also send our formal letter to you including the above comments on Monday.

Thanks,

Sepideh Majdi, P. Eng.

Senior Engineer- Special Projects

Engineering Department

Anthony Roman Centre | City of Markham

101 Town Centre Boulevard

PARSONS

HIGHWAY 407 TRANSITWAY – PLANNING & PRELIMINARY DESIGN
 FROM EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 13-20003, C.A. #2013-E-0027

CITY OF MARKHAM & YORK REGION TRG #1 COMMENTS & MEETING CONCLUSIONS

PRESENT: Robb Minnes
 Tarita Dizcki
 Larry Sarris
 Adrian Firmani
 Rina Kalathinal
 Graham DeRose

of: MTO

HELD ON: March 10, 2015 at 11:00 a.m.

**HELD AT: Parsons Office, 625 Cochrane Drive, Markham
 5th Floor South Boardrooms**

Steve Mota
 Tia Nguyen

of: York Region

Alan Brown
 Brian Lee
 Sepideh Majdi

of: City of Markham

Gus Garron
 Amy Munn

of: Parsons

Allan Ortlieb

of: IBI

Grant Kauffman

of: LGL

<u>Markham Comments</u>	<u>MTO Responses</u>	<u>Meeting Conclusions</u>	<u>Action</u>
<u>General Comments:</u>			
<p>CITY OF MARKHAM We understand that Parsons has initiated the planning of the Phase 2- 407 Transitway alignment (Kennedy Road to Brock Road) and station alternatives along with preliminary layouts for the recommended alternatives. In order to provide comprehensive comments, City of Markham staff requires the information below:</p> <ol style="list-style-type: none"> 1. Environmental Field Investigation including impact assessment and mitigation measures 2. Plan and profile of the Transitway alignment alternatives. 3. Configuration/Layout of the stations alternatives including: 	<p>The MTO 407 Transitway project (East of Kennedy Road to Brock Road) has concluded the gathering of existing conditions; ridership study; identification of alternatives; initial evaluation of alternatives; and preliminary selection of the technically recommended alternatives. This work was presented in the TRG #1 on January 29, 2015 for the stakeholders to comment by mid-February; address and discuss the comments received with the corresponding stakeholders and present the work done thus far to the public in PIC #1 in April, 2015 to obtain feed-back and confirm the recommended alternatives that will be carried forward to the TPAP process and the preliminary design.</p>	<p>General comments from City of Markham and York Region were not discussed in the meeting.</p>	

<ul style="list-style-type: none"> a. Pedestrian and cycling connectivity b. Bike parking facility c. Pick up/ Drop off facility d. Vehicular connectivity e. Design standards of the proposed access road <ul style="list-style-type: none"> 4. Preliminary cost comparison of alternatives 5. The future hydro line location plan. 6. Storm Water Management for stations and access roads including LID measures, green technology and best practices for the SWM design. 7. Property requirements 8. Evaluation criteria and scoring of the Transitway alignment and stations alternatives. 9. Based on the presentation, it appears vehicular access is the primary consideration for the station location. However, pedestrian and cycling access to the station should be considered. 10. Heritage area should be recognized. 11. Need to recognize the new City of Markham Official Plan and other planning studies to be consistent with future plans around the station area. 12. Demonstrate connectivity between 407 Transitway and other transit systems. 13. Parking demand review and policies regarding reduced parking and encouraging access to the station by different modes. 	<ul style="list-style-type: none"> 1. As noted in the TRG presentation, the Environmental Field Investigation will be carried on through late spring and summer this year. The results will be used to confirm or revise the preliminary assessment done thus far, and will be included in the Draft Environmental Project Report (EPR) in early fall, along with the impact assessment and corresponding mitigation measures. 2. Preliminary plan and profile of the transitway will be sent to the Region and the City, including criteria and options. (Please advise the City when the information will be available. Preliminary Plan and Profile should be submitted to the City during the Planning stage of the project.) This information will be available by end of summer, upon completion of field investigations. 3. The Draft EPR will include items a. to e. which will be presented to the public in PIC #2 scheduled for the mid-fall 2015. (Please provide the configuration/layout of the station alternatives including items a. to e. to the City of Markham staff prior to PIC #2 for review and comment.) Agreed. 4. In this planning stage high level cost comparison has been addressed. (Please provide the station alternatives evaluation including cost comparison to the City of Markham staff for review and comments prior to PIC #2.) Agreed 5. Hydro expansion plan has been considered in the evaluation of alternatives and will be shown in PIC 1. 6. SWM criteria and considerations will be addressed in the environmental assessment and included in the EPR. Preliminary design will be developed and included in the Preliminary Design Report (PDR). (Please provide the SWM report for stations and access roads to the City of Markham staff for review and comments.) Agreed 7. In this planning stage, property requirements have been addressed in the evaluation of alternatives. (Please provide the evaluation of alternatives, the criteria for the assessment & 		
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	<p>evaluation and any studies completed with respect to impacts and proposed measures for mitigation to the City of Markham staff for review and comments. Evaluation summary tables that will be presented in PIC #1 are being posted as part of the PIC #1 material. Impact and mitigation assessment will be done prior to initiating the TPAP Process and will be included in the EPR.</p> <p>Please note that providing results of technical studies, such as those identified in the February 18, 2015 City of Markham letter, early will give us adequate time to review and comment on required information as well as minimizing the potential risks that could compromise the objective of the TPAP.) Noted.</p> <p>8. Evaluation summary tables that will be presented in PIC #1 will be sent to City of Markham and York Region in advance. (Considering that PIC #1 has been scheduled for April 15, 2015, the evaluation table shall be submitted to the City staff ASAP.) Evaluation summary tables that will be presented in PIC #1 are being posted as part of the PIC #1 material.</p> <p>9. Pedestrian and cycling access has been considered in the preliminary alternative evaluation. (Please provide the updated station layout alternatives including the pedestrian and cycling access to the City staff for review and comments. Please provide the alternative evaluation table to the City staff for review and comments.) Evaluation summary tables that will be presented in PIC #1 are being posted as part of the PIC #1 material. Station layout alternatives will be provided to the City prior to PIC #2.</p> <p>10. Heritage areas are being recognized.</p> <p>11. Official plans from the City are being recognized.</p> <p>12. All station sites will include a connectivity plan with local and regional transit. This will be discussed and presented in the draft EPR upon discussions with the corresponding agencies.</p> <p>13. This topic will be addressed in the EPR.</p>		
YORK REGION			

<p><i>Request for Additional Information:</i> In order to provide more detailed and comprehensive comments, York Region requires the following additional information:</p> <ul style="list-style-type: none"> • Preliminary plan and profile for the transitway alignment and alternatives considered • The detailed assessment and evaluation of station alternatives <p><i>Network Assumptions (Slide #10):</i> The study base model forecast assumptions do not take into consideration travel demand for the future Pickering Airport. Given the significant scale of this development and the future ridership potential, it is recommended that a sensitivity test be undertaken to assess the implications of the future Pickering Airport. The sensitivity analysis should include ridership potential, station location, layout and property protection.</p> <p><i>Crossings of Regional roads:</i> All crossings of Regional roads should be designed to accommodate the ultimate width of the Regional road, which may include additional cross section width for planned road widening, rapid transit corridors and pedestrian/cycling facilities as identified in the Region's Transportation Master Plan. This can be addressed further as the study progresses.</p> <p><i>Connection to York Region Transit services:</i> Although there may be opportunities for some YRT routes to enter 407 Transitway station areas, the majority of YRT services will remain on-street. Appropriate YRT stop locations and pedestrian connections to interconnect transit services should be included in the preliminary layout of each 407 Transitway Station.</p> <p><i>Premature to select preferred station location and layout:</i> The material presented at the Technical Resource Group Meeting /41 included preliminary</p>	<p>In response to comments received from York Region on March 6, 2015:</p> <ul style="list-style-type: none"> • Preliminary plan and profile of the transitway will be sent to the Region and the City, including criteria and options. • Evaluation summary tables that will be presented in PIC #1 will be sent to City of Markham and York Region in advance <p>The model forecast assumptions did not take into consideration travel demand for the future Pickering Airport as our project team did not have sufficient information to generate airport demand. Nonetheless, Whites Rd. Station in Pickering and Donald Cousens Station (if GO operates a rail service to the Airport and beyond on the CP Havelock corridor in the future), are planned to serve the Airport.</p> <p>All municipal transportation plans will be included in the Draft EPR.</p> <p>Agreed. Connectivity concepts from the YRT stops on the crossing arterial roads to the transitway platforms will be included in the preliminary station layouts.</p> <p>Agreed. What was presented in the TRG were the preliminary technically recommended alternatives. We are currently having further discussions with affected stakeholders and will obtain feed-back from the public in PIC 1 before confirming or revising the preferred</p>		
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<p>407 Transitway station alternatives and selection of a preferred location/layout for each station. We believe it is premature to select a preferred station prior to further consultation with affected stakeholders and the public. York Region and City of Markham comments also need to be considered prior to any final study recommendation regarding station location and layout.</p> <p><i>Phased implementation should be considered:</i> The Region recommends that the location and layout of 407 Transitway Stations consider phased implementation of services, which may include buses running on Highway 407 and servicing transitway stations in advance of construction of the fully grade-separated 407 Transitway.</p>	<p>alternatives. The intention is to present the alternative quadrants and the recommended station quadrant at PIC 1. Proposed station layouts will be further discussed with stakeholders and presented to the public in PIC #2. .</p> <p>Phase implementation is being considered during this planning stage.</p>		
<p><u>McCowan Road Station:</u></p>			
<p>CITY OF MARKHAM Parsons presented a preferred site layout for this station with just pedestrian connection and does not include a parking facility. However, we recommend the feasibility of having the parking for this station be reconsidered and evaluated. If the evaluation indicates that pedestrian access only is to be provided for this station, Markham staff prefers to locate the station platform under the McCowan Road to allow for easy and direct pedestrian access to the street. The site layout with the following should be re-evaluated:</p> <ul style="list-style-type: none"> ○ Pick Up/Drop Off facility ○ Bike parking facilities ○ Enhanced pedestrian and cyclist access ○ Local transit connection (accessibility consideration) 	<p>A parking facility has been considered and as a result of the evaluation process, a station with a parking facility was not selected as the preferred option. Access difficulties and excessive costs, alignment issues, and land availability do not justify having a station with surface facilities located between and close to surface facility stations (Kennedy Rd. and Markham Rd). Parsons has assessed the concept of locating the station platform under McCowan Road. This option does not seem favourable mainly due to effects on three 407 ETR ramps , complication to provide a safe pedestrian access from the arterial road to the station platform, and alignment implications caused by a planned 500KV Hydro line on the north side of the existing Hydro corridor. This concept will be included as an alternative in the evaluation process.</p>	<p>Parson explained that recent correspondence received from Hydro One informed that the future Hydro line to be located on the north side of the existing corridor is a 500KV line; as a result of this, having a pedestrian connection between bus bays on McCowan Road and a transitway platform under or over McCowan Rd. or near-by, would not be feasible due to safety concerns, as well as 407ETR policy against allowing pedestrian activity within their interchanges right of way. Consequently, the recommendation is not having a transitway station at this location at all,</p> <p>City of Markham would prefer a complete surface facility at this location, and requested a more comprehensive explanation of the reasons, constraints and limitations supporting not proposing a station facility. (City of Markham staff has received the McCowan Road station</p>	<p>Parsons</p>

		<p>alternatives and evaluation table prepared by Parsons. Please provide a kiss & ride facility for the “Southeast Alternative 3-Vertical Station” and provide the City with the revised station layout.) As indicated in the meeting as well as in the evaluation of the alternatives sent to the City, no station of any sort is being recommended at this location. The Transitway will not stop at McCowan, consequently there is no need to provide a kiss & ride facility.</p>	
<p>YORK REGION</p> <p>The preferred site layout identified for this station does not include a commuter parking lot, passenger pick-up and drop-off or bus terminal facilities. It is recommended that the study reconsider providing additional facilities at this station. Additionally, the study should consider locating the station platform as close to McCowan Road as feasible to provide convenient pedestrian access between YRT McCowan service and 407 Transitway service.</p> <p>YRT concurs with the concept of on-street bus bays on the east and west sides of McCowan Road to avoid diverting YRT services off-line. Providing on-street bus bays will help reduce delays for passengers continuing north-south on McCowan Road. However, the feasibility of the on-street transit stop has not been addressed in the preliminary site layout (with respect to bus bay location within the freeway interchange area and safe pedestrian connection between transit services).</p> <p>There is an existing 1200 mm high press watermain located west of McCowan Road within the vicinity of the Transitway alignment. Sufficient vertical clearance shall be maintained between the existing watermain and any grade separated pedestrian crossing and the Transitway.</p> <p>There are no new routes proposed within the vicinity of this station site at this time. TTC Route 129A currently operates with a frequency of 13 to 17 minutes during the weekday peak hour. It is anticipated that within 25 years, the service will operate at approximately 5 to 10 minutes frequency, depending on demand.</p>	<p>Response to City of Markham staff also applies to this comment.</p> <p>Comment to be discussed in the meeting.</p> <p>Noted.</p> <p>Transit service planning will be addressed in the TPAP stage.</p>	<p>Conclusions to City of Markham discussions also apply to York Region comments.</p>	

Markham Road Station:			
<p>CITY OF MARKHAM Southeast Alternative 1: We have concerns about locating the station in a close proximity to the residential neighborhood due to incompatibility of the land use and lack of information regarding mitigation. It appears that providing a vehicular access from Markham Road to the station is difficult. Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review. Environmental Impact to the existing pond should be evaluated.</p> <p>Southwest Alternative 1: Why this station is located outside of the Hydro Corridor? Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.</p>	<p>Southeast Alternative 1 is not being recommended due to the effects indicated in this comment.</p> <p>Part of the Parking facility could be located within the Hydro corridor; comment to be further discussed. Environmental field investigations will be carried out through late spring and summer this year. The results will be used to confirm or revise the preliminary assessment done thus far, and will be included in the Environmental Project Report (EPR) in early fall, along with the impact assessment and corresponding mitigation measures.</p>	<p>Agreed with response.</p> <p>At this stage, facility area will be shown out of the Hydro corridor; encroachment into Hydro corridor for vehicular parking will be assessed as project progresses.</p>	<p>Parsons</p>
<p>YORK REGION YRT preference is to have on-street bus bays for transit service to remain on Markham Road. Diverting service into the terminal will cause increased delays for passengers continuing north-south on Markham Road. Under special circumstances, YRT may consider the option to provide direct service into the 407 Transitway station, provided connections are located in close proximity to the in-service lots.</p> <p>Detailed information for a pedestrian connection between YRT on Markham Road to the 407 Transitway station is required.</p> <p>There are no new routes proposed within the vicinity of the station site at this time. TTC Route 120D currently operates with a weekday rush hour frequency of 20 to 21 minutes. It is anticipated that within 25 years, the service will operate at approximately 10 to 15 minutes frequency, depending on demand.</p>	<p>Agreed. Connectivity concepts from the YRT stops to the transitway platform will be included in the preliminary station layout.</p> <p>A pedestrian connection concept will be addressed in the station layout.</p> <p>Transit service planning will be addressed in the TPAP process.</p>	<p>Agreed with response.</p> <p>Agreed with response.</p> <p>Agreed with response.</p>	<p>Parsons</p> <p>Parsons</p> <p>Parsons</p>
Ninth Line Station:			
<p>CITY OF MARKHAM</p>			

<p>Southwest Alternative 1: This alternative appears to have the most potential impact to the adjacent residential neighborhood and we express concern with this close proximity to the residential community. We do not recommend using local neighborhood streets as access routes to the station since local residential streets are designed for this purpose. Also using the old Ninth Line for station access will increase the traffic and negative impact to the adjacent residential subdivision.</p>	<p>This site and access to it (Old Ninth Line) was protected by MTO for this station; land available is much greater on the west side of Ninth Line; the site provides a walking access opportunity to residents of the adjacent development; a noise barrier may be provided between the station and the development as a mitigation measure.</p>	<p>(Please confirm which quadrant will be presented at PIC # 1 as preferred quadrant for this station. City of Markham staff does not support the “Southwest Alternative 1” as preferred alternative as recommended by Parsons for this station due to close proximity to the residential community.)</p>	<p>Parsons</p>
<p>Southeast Alternative 1: This alternative appears to have less impact to the residential neighborhood and more compatible with the adjacent commercial use. The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for evaluation of the alternatives. Since the lands located southeast of the interchange will be protected for the potential future 407 ETR ramp, City of Markham staff would like to assess the feasibility of combing the future ramp and station access routes with a signalized intersection.</p>	<p>Southeast Alternative 1 would be located adjacent to the Boxgrove Medical Arts Centre; and a proposed future old age home; available land is limited; a watercourse runs through site (tributary of Rouge River – anticipated coolwater watercourse); potential conflict with major YDSS pipes.</p> <p>Combining station access with a Highway 407 ramp is not acceptable to ETR.</p>	<p>The SW site will be presented as the preliminary recommended alternative. We acknowledge the proximity of a residential community and will further assess social environmental impact and mitigation measures as required. The SE quadrant does not provide sufficient available land to accommodate a complete facility. As previously indicated, the sites alternatives and corresponding evaluation summary being presented in PIC #1 is preliminary and subject to confirmation as a result of further consultation and the results of the field environmental investigation to be undertaken through the summer.</p>	<p>Parsons</p>
<p>The options for driveway access through Boxgrove development should be explored. Opportunity for shared parking with the commercial development in this area should be further investigated. Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.</p> <p>Southeast Alternative 2: The feasibility of providing station access at the east end of the station should be assessed (similar to Southeast Alternative 1 access location.) The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for evaluation of the alternatives. Since the lands located southeast of the interchange will be protected for the potential future 407 ETR ramp, City of Markham staff would like to assess the feasibility of combing the future ramp and station access routes with a signalized intersection. Environmental impact to the existing water course, TRCA screening and minimum buffer requirement should be provided to City staff for review.</p>	<p>Driveway access through Boxgrove is being considered for this option. Shared parking with the commercial development in this area will be further investigated. TRCA to be consulted.</p> <p>Responses to Southeast Alternative 1 comments also apply to Southeast Alternative 2 comments.</p>	<p>PIC boards to show potential noise mitigation measure; vehicular access (Old Ninth Line Rd.); and pedestrian connection concept from adjacent residential development.</p> <p>PIC boards to show future 407 SE ramp; creek boundaries; existing major YDSS pipes; and remainder area available for a station facility.</p>	<p>Parsons</p>

		<p>Agreed with response.</p> <p>Agreed with response.</p> <p>Agreed with response.</p>	
<p>YORK REGION</p> <p>The preferred station alternative identifies a commuter parking lot, bus terminal, platform and protection for a future carpool lot west of Ninth Line. York Region staff have concerns with potential impacts to the residential community due to its close proximity to the proposed station and the lack of public consultation prior to identification of the preferred site layout. We recommend that station alternative be reassessed in consultation with York Region and the City of Markham staff</p> <p>Consideration of lands east of Ninth Line may be more suitable for a station given the potential for direct connection to the existing commercial development and future nonresidential developments areas. Opportunities for shared parking agreement between the Transitway and adjacent properties could also be explored.</p> <p>It is recommended that the alignment of the future Highway 407 ETR S-E on-ramp be shown on transitway station concept drawings so that any potential impacts can be assessed.</p> <p>As before, YRT preference is to have an on-street bus stop for transit service to remain on Ninth Line. Appropriate location for on-street bus stops and pedestrian connections to the 407 Transitway should be included in the station layout concept.</p> <p>There is an existing 2400 mm YDSS pipe located</p>	<p>Response to City of Markham staff also apply to YR comment.</p> <p>It is not the intention to present the preferred site layout at PIC 1; only the preferred quadrant.</p> <p>Response to City of Markham staff also apply to YR comments.</p> <p>Alignment of the future HWY 407 S-E ramp will be shown on 407 Transitway drawings and exhibits.</p> <p>A pedestrian connection concept will be addressed in the station layout</p> <p>Noted.</p>	<p>Agreed with response.</p> <p>Station layout will not be shown at PIC #1.</p> <p>Agreed with response.</p> <p>Agreed with response.</p> <p>Agreed with response.</p>	<p>Parsons</p> <p>Parsons</p>

<p>approximately below the area of the proposed 3.7 ha parking facility as shown in the southeast alternatives 1 and 2. Sufficient vertical clearance shall to be maintained between the pipe and any grade separated pedestrian crossing and the Transitway.</p> <p>There are no new routes proposed within the vicinity of the station site at this time, however, due to the proposed addition of the Cornell Terminal, some routes may be restructured in the future. Route 9 currently operates with a frequency of 50 to 55 minutes during the weekday peak hour. It is anticipated that within 25 years, the service will operate at approximately 20 to 30 minutes frequency, depending on demand.</p>	<p>Noted.</p>	<p>YDSS pipes will be shown on drawing boards.</p> <p>Future service planning will be addressed in the EPR upon discussions with corresponding transit agencies.</p>	<p>Parsons</p> <p>Parsons</p>
<p><u>Donald Cousens Station:</u></p>			
<p>CITY OF MARKHAM</p> <p>This station has been identified as potential Secondary Hub in Markham’s new Official Plan approved by York Region in June 2014.</p> <p>We understand that this station would only be built if a GO Transit station on the Havelock Subdivision is implemented. However, City of Markham staff recommends that the required property to accommodate the station facility be protected for the future implementation. More detailed analysis and evaluation are required for this station to address the Hub station requirements.</p> <p>The proposed interim treatment for this station is not consistent with the preferred site layout.</p> <p>Greenbelt Plan and Rouge Urban National Park documents should be reviewed as part of developing alternatives for this station.</p> <p>Southeast Alternative 1:</p> <p>The future plan for the 407 ETR S-E ramp in the SE quadrant of this interchange should be confirmed with 407 ETR for alternative evaluation. The feasibility to combine the potential future 407 ETR ramp should be assessed with a signalized intersection.</p> <p>The “Southeast Alternative 1/ Access Option B” appears to have a more desired intersection spacing.</p>	<p>Agreed. Due to potential Secondary Hub in Markham’s new Official Plan, proposed interim facilities are being eliminated.</p> <p>A stop platform to provide pedestrian access from the potential Gateway to the transitway to be discussed with the City.</p> <p>Greenbelt Plan and Rouge Urban National Park documents are being considered in the evaluation of potential station sites.</p> <p>Combining station access with a Highway 407 ramp is not acceptable to ETR.</p>	<p>(A station layout alternative located between Donald Cousens Parkway and Reesor Road should be prepared for this location. This station alternative shall be submitted to the City staff for review and comments.) We do not understand this comment. The slides presented in the TRG included an interim station facility between Donald Cousens and Reesor Rd. City of Markham requested to confirm land availability in that area through their latest Official Plan. The MOP and other documents received from the City indicate that the site between Donald Cousens and Reesor Rd. is protected as Business Park Employment – Community Amenity Area, reason why this interim station facility was eliminated.</p> <p>Agreed with response.</p> <p>City of Markham to discuss and advice if provisions for a station platform is</p>	<p>Parsons</p> <p>City of Markham</p>

		worth considering at this stage.	
		Agreed with response.	
		Agreed with response.	
<p>YORK REGION</p> <p>Access option B is preferred as the distance between the signalized intersection of DCP at 407 W-N/S off-ramp and Copper Creek Drive is approximately 455 metres which provides for better spacing of signals on the Donald Cousens Parkway and one less traffic signal.</p> <p>It is not clear what is being proposed with regards to the interim treatment (all alternatives) concept. Does this interim treatment form part of the preferred site layout?</p> <p>The location of the future GO Rail Station should be shown on the preferred site layout plan.</p> <p>There are no new YRT routes proposed within the vicinity of the site at this time, however, due to the proposed addition of the Cornell Terminal some routes may be restructured in the future.</p>	<p>Noted.</p> <p>The interim treatment is being eliminated in lieu of the potential Secondary Hub in Markham's new Official Plan.</p> <p>To be discussed with GO Transit</p> <p>Transit service planning will be addressed in the TPAP process.</p>	<p>Access shown on Option B would be close to 300m longer than access shown in Option A, with travel time and O&M cost implications. Comment will be further analyzed when defining station layout and access.</p> <p>Agreed with response.</p> <p>Agreed with response.</p> <p>Agreed with response.</p>	<p>Parsons</p> <p>Parsons</p> <p>Parsons</p> <p>Parsons</p>
York Durham Line Station:			
<p>CITY OF MARKHAM</p> <p>According to the presentation, there is not sufficient ridership to justify a station at this location. However, we recommend this station be planned as part of this study and the required property be protected accordingly. Further cultural heritage investigations should be considered in developing the alternatives for this station.</p>	<p>As indicated at the TRG meeting, there is no ridership justification to provide a commuter station facility at this location. However, discussions are taking place with Parks Canada to investigate park access possibilities at this location.</p>	<p>Agreed with response. Site will be protected.</p>	
YORK REGION			

<p>Based on the study finding presented, a station is not proposed at this location as there is not sufficient forecast ridership. However, it is suggested that a station be reconsidered at this location within the context of the sensitivity analysis for the future Pickering Airport.</p>	<p>Whites Road Station in Pickering is being planned to serve potential ridership from future Pickering Airport.</p>	<p>Comment not discussed in the meeting.</p>	
<p>Kennedy Station (Unionville Station):</p>			
<p>CITY OF MARKHAM As previously discussed at the September 15, 2014 meeting with MTO and Parsons, City of Markham has previously expressed concerns with the Transitway alignment at the Kennedy Station. We are not in agreement with the Transitway station location and alignment as shown on the <i>407 Transitway from east of Highway 400 to Kennedy Road Environmental Project Report (EPR)</i>. City of Markham is currently undertaking a Mobility Hub Study centered on the Unionville GO Station and environs, and the MTO has been invited to participate in this work. The intent of this study, in part, is to recommend an alternative alignment for the 407 Transitway and station location. Given the City did not agree with the alignment as shown in the EPR of the central section and on-going status of the Mobility Hub Study, the City opposes the existing alignment taken ‘as a given’ for the alignment going east. We recommend that the Transitway Central Section alignment through this Station shown in the EPR, not be shown on any drawings of the Transitway East project (Phase 2) and that appropriate notations be made on the drawings and report relating to the need to revisit the alignment within this Station. A copy of the previous City’s comments is attached for your reference.</p>	<p>MTO to respond.</p>	<p>Comment not discussed in the meeting.</p>	

Elizabeth Paudel

From: Muradali, Stacia <SMuradali@markham.ca>
Sent: Friday, April 17, 2015 9:15 AM
To: Amy Munn
Cc: Majdi, Sepideh; Gus Garron
Subject: RE: 407 Transitway - Land Status

Amy,

Below I've attached a weblink to the report I prepared on the subject lands last year. The report figures show an area context, current zoning, and the proposed draft plan and development. The Official Plan amendment application was approved by both Markham and Region of York Council.

[http://www2.markham.ca/markham/ccbs/indexfile/Agendas/2014/Development%20Services/pl140506/Box%20Grove%20Hill%20Developments%20Inc.pdf\[www2.markham.ca\]](http://www2.markham.ca/markham/ccbs/indexfile/Agendas/2014/Development%20Services/pl140506/Box%20Grove%20Hill%20Developments%20Inc.pdf[www2.markham.ca])

Please do not hesitate to contact me should you require any additional information.

*Stacia Muradali, M.C.I.P., R.P.P.
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Proud Host of the 2015 Pan Am/Parapan Am Games

From: Amy Munn [mailto:Amy.Munn@parsons.com]
Sent: Friday, April 17, 2015 8:08 AM
To: Muradali, Stacia
Cc: Majdi, Sepideh; Gus Garron
Subject: RE: 407 Transitway - Land Status

Hi Stacia,

Thanks for responding so quickly. I understand that the draft plan is not available yet but would it be possible to get a map indicating where the limits of the developments/ new zoning is? Even a marked up version of the Markham Land Use Map (attached) would be great. It would be very helpful if we could respond to the concerns of the residents with the most accurate information possible.

Cheers,
Amy

From: Muradali, Stacia [mailto:SMuradali@markham.ca]
Sent: Thursday, April 16, 2015 11:17 AM
To: Amy.Munn@parsons.com
Cc: Majdi, Sepideh
Subject: RE: 407 Transitway - Land Status

Amy,

I am the Planner responsible for the development applications submitted by Box Grove Hill Developments (TACC) for the vacant lands located on the north side of Copper Creek Drive between Ninth Line and Donald Cousens Parkway subject to Section 9.16.14 in the City's 2014 Official Plan (not yet in force).

In 2013 an application to amend the City's in-force Official Plan (Revised 1987), as amended, and the City's Official Plan 2014 (not yet in force) was submitted to redesignate the subject lands from industrial/ employment land uses to allow residential uses, a seniors home and banquet hall. Markham Council approved the Official Plan amendment in June 2014 following the statutory public meeting (without a staff recommendation report) and the Region of York Council (the approval authority for the Official Plan amendment) approved the Official Plan amendment in April 2015 to allow the redesignation/ conversion of the lands despite the Regional staff recommendation to refuse the redesignation of the subject lands.

In 2014 the owner submitted accompanying draft plan of subdivision and rezoning applications for the future residential portion of the subject lands to permit townhouses. It is anticipated that the draft plan of subdivision and rezoning applications will be approved prior to the end of the year, now that the Official Plan amendment has been approved by the Region of York. Future site plan applications will be required to facilitate the banquet hall and seniors home.

Please do not hesitate to contact me should you require any additional information.

Stacia Muradali, M.C.I.P., R.P.P.
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Proud Host of the 2015 Pan Am/Parapan Am Games

From: Majdi, Sepideh
Sent: Thursday, April 16, 2015 9:49 AM
To: Muradali, Stacia
Subject: FW: 407 Transitway - Land Status

Please see the map below regarding Amy's inquiry.

Thanks,

Sepideh Majdi, P. Eng.

Senior Engineer- Special Projects
Engineering Department
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From: Amy Munn [<mailto:Amy.Munn@parsons.com>]
Sent: Thursday, April 16, 2015 8:46 AM
To: Majdi, Sepideh
Cc: Gus Garron
Subject: RE: 407 Transitway - Land Status

Hi Sepideh,

Please find a map below of the area of interest.

Thanks
Amy



From: Amy Munn [<mailto:a.munn@delcan.com>]
Sent: Thursday, April 16, 2015 8:27 AM

To: 'Majdi, Sepideh'
Cc: 'Gus Garron'
Subject: 407 Transitway - Land Status

Hi Sepideh,

Last night at the PIC we received a request to investigate the lands located between Ninth Line and Donald Cousens for a potential station location. In Markham's Official Plan they are designated as Business Park Employment – Deferral Area and they reference section 9.16.14 which we do not have. We were hoping that you could provide that section for us as well as any comments on the use of that land. This is a time sensitive issue, and it would be greatly appreciated if you could provide comments as soon as possible.

Thanks,
Amy Munn, PEng, BaSC

**

500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

P: 905.917.3221

C: 416.939.3054

F: 905.470.7590

www.parsons.com

**Delcan has recently joined the Parsons family. My email has changed to Amy.Munn@parsons.com. Please update me in your contact list.

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April 30, 2015

Tarita Diczki, MTO Acting Project Manager
Ministry of Transportation, Central Region
Building D, 4th Floor, 1201 Wilson Avenue
Toronto, Ontario
M3M 1J8

Khaled El Dalati, Vice President, Transportation
Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario,
L3R 9R9

Dear Ms. Diczki and Mr. El Dalati:

Re: 407 Transitway- Phase 2- PIC #1- City of Markham Comments

The City of Markham staff has reviewed the April 15, 2015 Public Information Centre (PIC) #1 boards and Parsons' response dated April 7, 2015 for the above-noted project. We would like to highlight our concerns related to the MTO's proposal for the Transitway facilities proposed at Markham.

On February 18, 2015 and April 2, 2015 City of Markham staff advised Parsons and MTO of our comments on the 407 Transitway preferred alignment and stations site layout (see attachments). Staff also indicated that they have substantial concerns related to the following recommendations proposed by Parsons and MTO:

- Preferred site layout for McCowan Road station
- Preferred site layout for Ninth Line station
- Preferred site layout for Donald Cousens station

Following the review of the PIC #1 boards and the April 7, 2015 Parson's response to staff comments, we noticed that our concerns have not been addressed.

Given the significance of this project, the City of Markham staff requests that the MTO addresses our issues and the MTO, Region of York and the City of Markham come to a mutually accepted alignment of the Transitway and stations layout.

We have scheduled you to update our Council in Fall 2015 prior to the second PIC and we need to get a mutual consensus. Failing which our Council may appeal an alignment that does not meet our residents and businesses needs.

Yours truly,

Alan Brown
Director- Engineering



Engineering Department

City of Markham
905-477-7000 ext. 7507

CC: **Brain Lee**, Deputy Director, Engineering- City of Markham
Steve Mota, Program Manager – Transportation Planning | Infrastructure
Management and PMO Branch | Transportation Services
Sepideh Majdi, Senior Development Engineer, Engineering- City of Markham

**Ministry of
Transportation**
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Tel.: (416) 235-5255

**Ministère des
Transports**
Bureau de génie
Région du Centre
4e étage, édifice D
1201 avenue Wilson
Downsview Ontario M3M1J8
Tél.: (416) 235-5255



May 20, 2015

Alan Brown
Director – Engineering
City of Markham
905-477-7000 ext.7507

(email: Abrown@markham.ca)

Dear Mr. Brown,

RE: 407 Transitway – Phase 2 – PIC #1 – MTO Response to City of Markham Comments

MTO has reviewed your letter and attachments dated April 30, 2015. The project team has been fully engaged with the City of Markham staff from the start of the study, the Technical Review Group (TRG) and subsequent correspondence/meetings/discussions in an effort to address City comments and concerns within the study limits. Relevant documents are attached to this letter as a reference. A log of correspondence between the Study team and the City of Markham staff has also been included to facilitate the review of past comments and discussions.

The preliminary evaluation of potential station sites and alignment alternatives was conducted based on existing conditions, site visits, future plans gathered from the municipalities and stakeholders, as well as projected forecast ridership. The 407 Transitway team is initiating the detailed environmental field investigation work and associated traffic studies which are planned to be concluded by the end of summer 2015. Our team will then review the preliminary evaluation of alternatives and finalize a recommended plan that will be included in the Environmental Project Report (EPR).

Please note the following with respect to your concerns on the preferred site layouts for the following three (3) stations:

McCowan Road Station

In the March 10, 2015 meeting attended by City staff, MTO, and Parsons, the 407 Transitway team explained that no station facility was recommended at this location based on the results of the evaluation. The City requested a more detailed explanation, which was sent by MTO to the City on March 13, 2015. MTO has not received response to this communication which included a plan view drawing of the area and a summary of the considerations taken in the assessment.

Ninth Line Station

The station site located on the southwest quadrant of the Interchange, as well as the right of way of Old Ninth Line, has been protected by the Province for a station facility and access respectively. Acknowledging the presence of a residential subdivision just south of the protected site, the Project Team studied other viable options east of Ninth Line. Predominately due to land availability

constraints east of Ninth Line, the results of the initial evaluation confirmed the southwest protected site as the preferred location for the station facility. During PIC #1 on April 15, 2015, the Legacy Community Ratepayers Association expressed concerns with the results of the evaluation favouring the southwest quadrant, with some suggesting the lot between the two creeks, north of Copper Creek Drive, as a better site. However, as confirmed by the City of Markham on April 17, 2015, this land has been zoned for residential development and is not available for use as a station facility. The detailed field investigations and traffic studies to be conducted this summer, will allow our team to determine the required footprint of the station site, land available on the east side of Ninth Line, the environmental effects, and potential mitigation measures for both options. Our team will then review the assessment done to date.

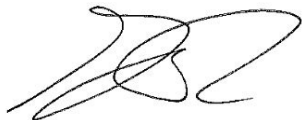
Donald Cousens Station

The proposed future Donald Cousens station is located at the intersection of the CP Havelock rail line and the Transitway. This station would be built only when GO Transit operates on the Havelock line. Markham indicated understanding of the rationale for this station site at the March 10, 2015 meeting. Additional interim parking to the west of Reesor Road was removed at the City's request made in their comments on the TRG Meeting presentation (received February 20, 2015).

Our assessment indicates that there is not sufficient land available on either side of the Donald Cousens Interchange to locate a station facility. On the west side, the lot is constrained between Walmart, the Transitway runningway, and the flood plain; while on the east, the site is constrained between the future SE 407 ramp, the runningway, land zoned as future employment land, and a creek west of Reesor Road. As explained in the meeting, MTO is assessing the possibility of a stop (platform only) to the west of Donald Cousens, just north of Walmart. This was discussed in the March 10, 2015 meeting and subsequent minutes. MTO would appreciate a clarification of the City's concern related to this station site.

In summary, since the TRG presentation (January 28, 2015), the Project Team has responded to all questions/clarifications requested by City staff promptly. In some occasions, the City has provided additional clarification, but as noted above, the project team is still awaiting a response on components of this study. A log of correspondence in record between the Study Team and City of Markham staff has been attached to facilitate the review of past comments and discussions. Unless the City of Markham would prefer meeting sooner, the Project Team would like to meet with the City once the evaluation of alternatives are reviewed upon conclusion of the detailed field studies towards the end of Summer 2015.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

cc: Brian Lee, Deputy Director, Engineering – City of Markham (via email)

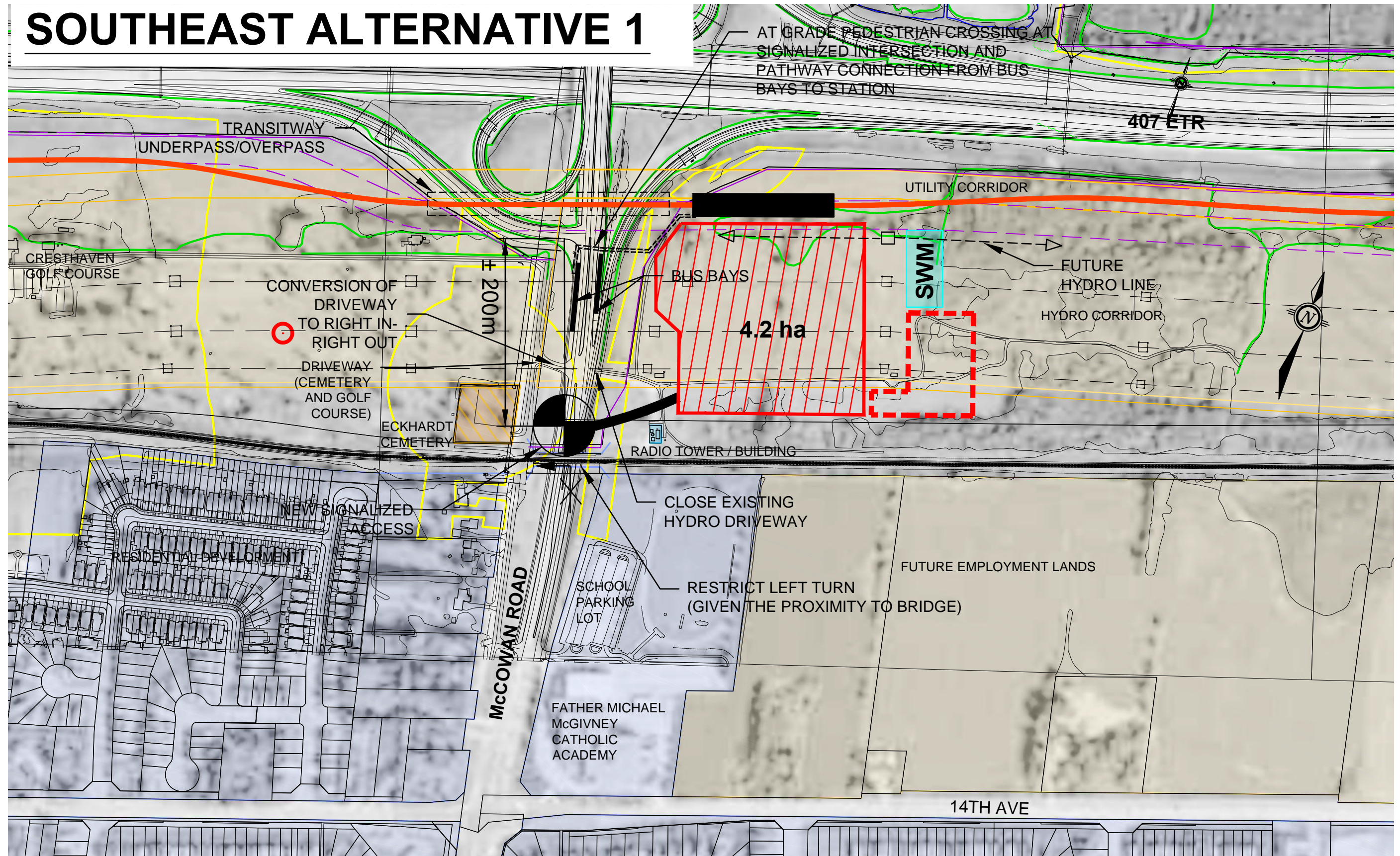
Steve Mota, Program Manager – Transportation Planning, Infrastructure Management and PMO Branch, Transportation Services (via email)

Sepideh Majdi, Senior Development Engineer, Engineering – City of Markham (via email)

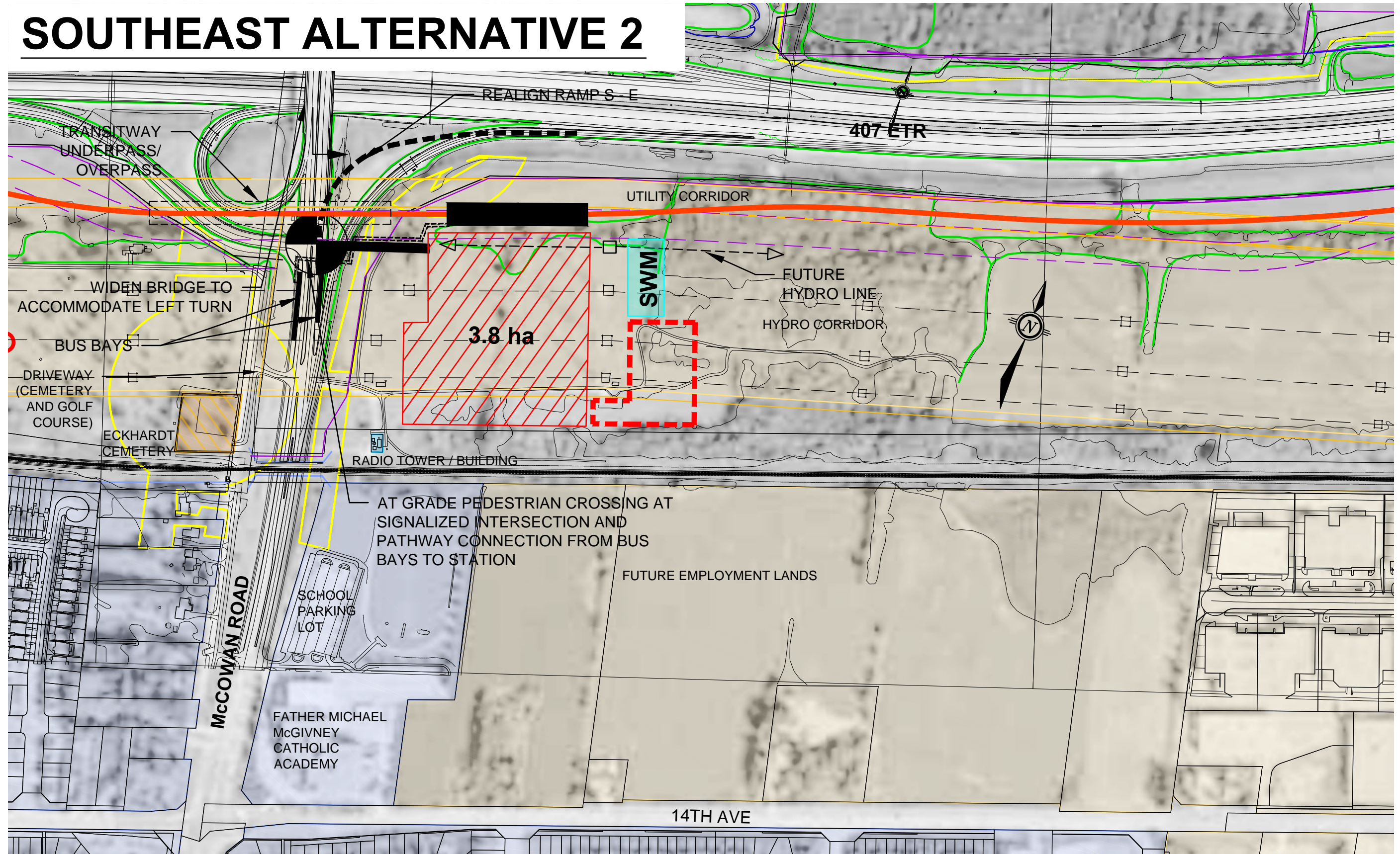
Attach:

- McCowan Road Drawings and Evaluation previously sent on March 13, 2015
- Project team second response to the TRG comments previously sent on April 9, 2015
- Project team – City of Markham Correspondence Log

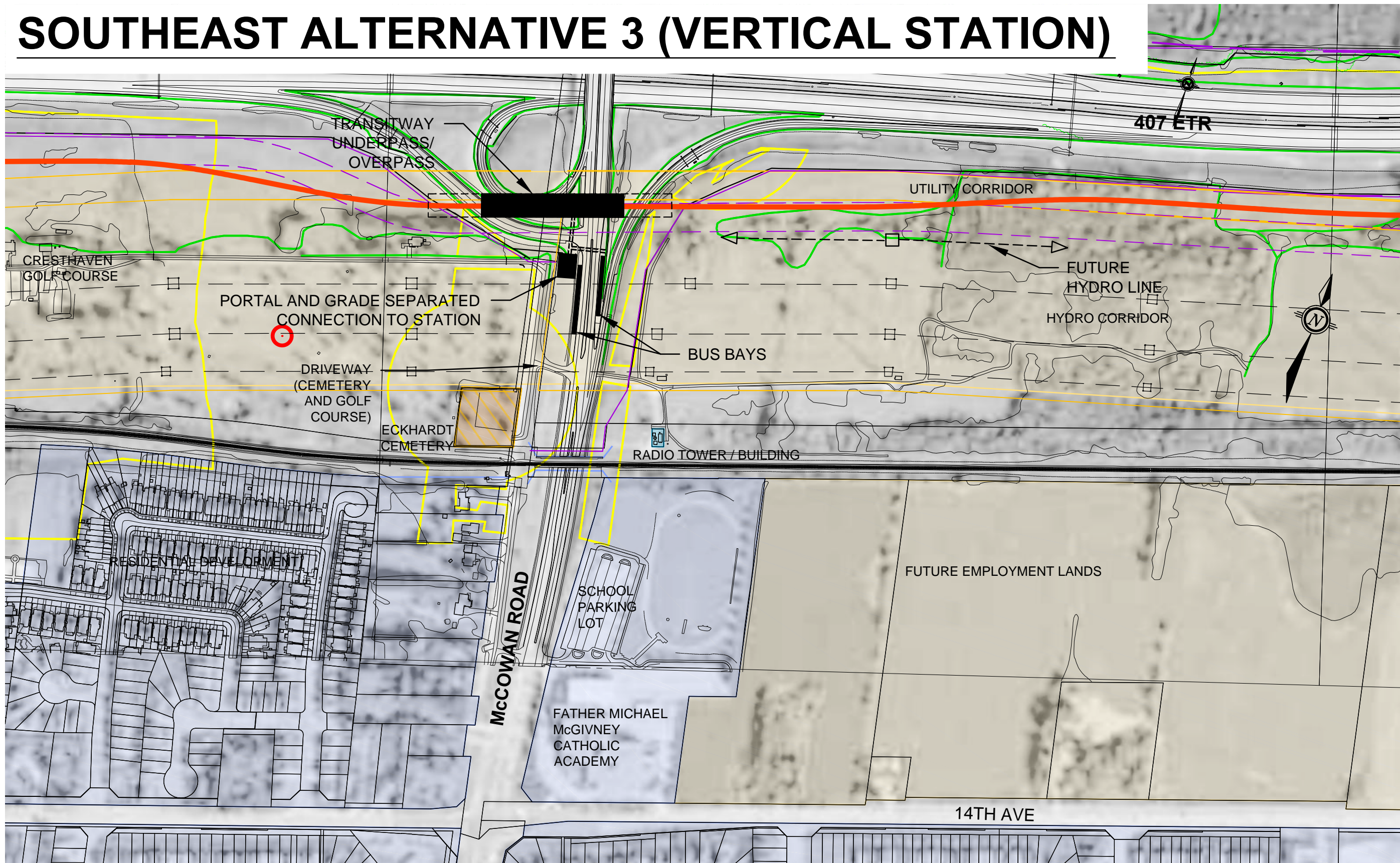
SOUTHEAST ALTERNATIVE 1



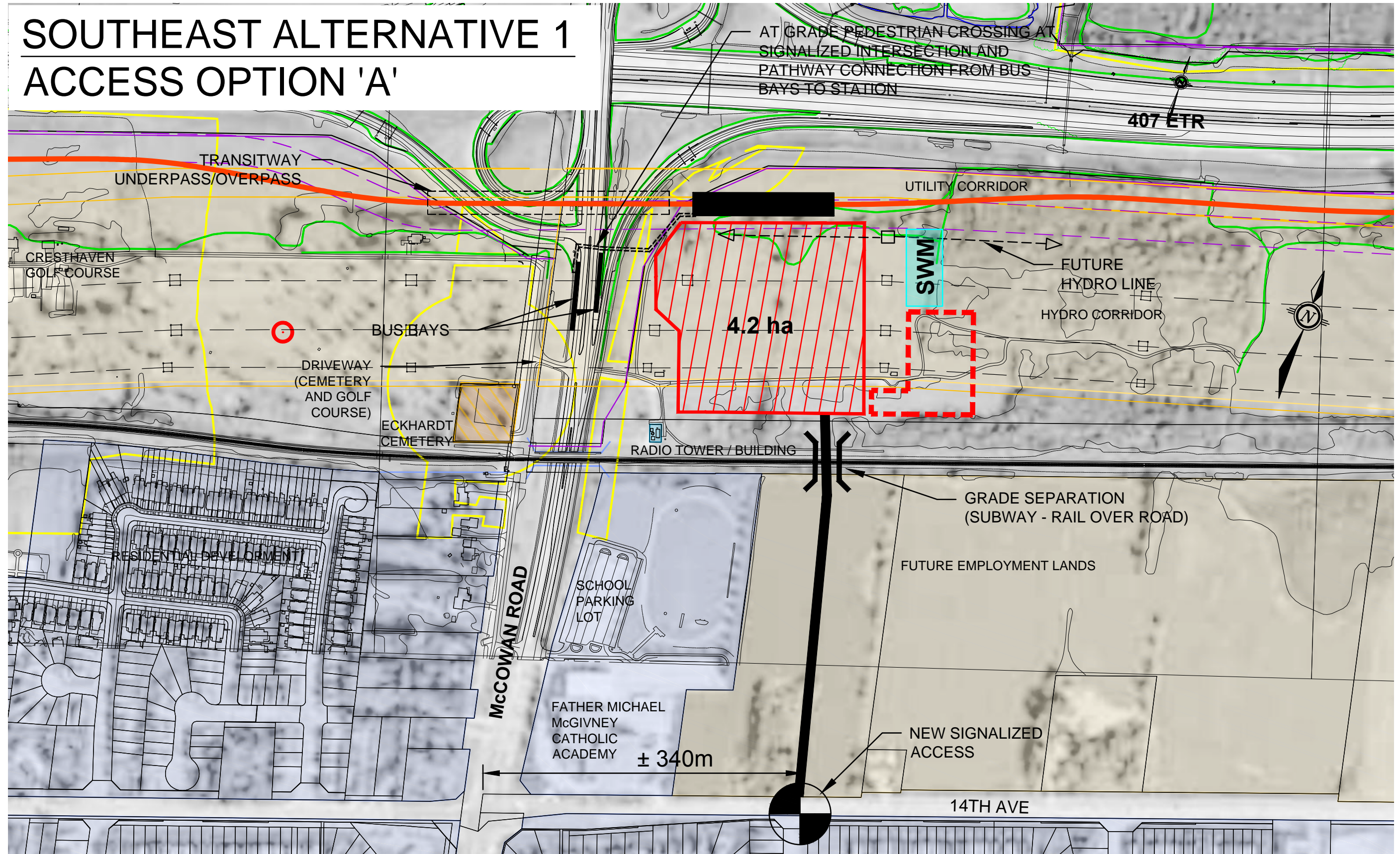
SOUTHEAST ALTERNATIVE 2



SOUTHEAST ALTERNATIVE 3 (VERTICAL STATION)



SOUTHEAST ALTERNATIVE 1 ACCESS OPTION 'A'



407 Transitway – Kennedy Road to Brock Road

Project Team – City of Markham Correspondence Log

Date	Communication/Meeting
July 17 2014	Project Team sends Notice of Study Commencement and Request for TRG Members to City of Markham
September 15 2014	Project Team meets with Markham, York Region, York Region Transit and Viva to introduce the study and to discuss constraints and opportunities in the corridor
January 28 2015	Project Team holds TRG Meeting
February 4 2015	Project Team meets with Markham to review/explain the TRG meeting material, at Markham's request
February 10 2015	Project Team distributes TRG Minutes
February 12 2015	Project Team receives comments on TRG minutes
February 20 2015	MTO received comments on the TRG content and Letter addressed to John Wilkinson - Minister of the Environment, concerning Kennedy Station (Not in project scope)
March 10 2015	Project Team meets with Markham and York Region to discuss comments on the TRG material
March 13 2015	Project Team sends McCowan Station evaluation and updated drawings to Markham as per City's request during March 10 meeting. (City of Markham has never responded/comment on this).
April 2 2015	Project Team receives Markham's comments to MTO's minutes of March 10 meeting.
April 9 2015	Project Team responds to Markham's April 2 responses (including original minutes and responses from March 10 Meeting)
April 9 2015	Project Team sends PIC Boards to Markham for comments
April 15 2015	Project Team holds PICs in Markham
April 16 2015	Project Team requested information from Markham about land zoning to North of Copper Creek Drive in response to Ninth Line Legacy Residents' concerns
April 17 2015	Project Team receives zoning information from Markham in response to April 16 request
April 30 2015	Project Team receives comments on the PIC Boards and document containing previously provided comments and MTO responses sent on April 9, 2015 (including original minutes and responses from March 10 Meeting)
May 20 2015	Project Team responds to April 30 PIC comments letter

Elizabeth Paudel

From: Amy Munn <Amy.Munn@parsons.com>
Sent: Monday, February 22, 2016 2:18 PM
To: DeRose, Graham (MTO)
Cc: 'Gus Garron'; Sarris, Larry (MTO); Firmani, Adrian (MTO); Sowel Kang
Subject: FW: 407 Transitway - Kennedy to Brock - HIA Report

Hi Graham,

Please see below the email from Markham concerning the HIA report. No comments ☺

Thanks!
Amy

From: Duncan, George [<mailto:gduncan@markham.ca>]
Sent: Monday, February 22, 2016 8:39 AM
To: Amy Munn <Amy.Munn@parsons.com>
Subject: RE: 407 Transitway - Kennedy to Brock - HIA Report

Thank you for the HIA report. I have read it and reviewed the recommendations. I have no issues or concerns – a very good report.
Thanks!

George Duncan
Senior Heritage Planner
Planning & Urban Design Department
City of Markham
Anthony Roman Centre
101 Town Centre Boulevard
Markham Ontario L3R 9W3

905-477-7000 Ext. 2296
gduncan@markham.ca



Proud Host of the 2015 Pan Am/ Parapan Am Games

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]
Sent: February 18, 2016 2:34 PM
To: Duncan, George
Cc: Lee, Brian; 'Gus Garron'; 'DeRose, Graham (MTO)'; 'Sarris, Larry (MTO)'; 'Firmani, Adrian (MTO)'
Subject: 407 Transitway - Kennedy to Brock - HIA Report

Dear Mr. Duncan,

Parsons has been retained by MTO to complete the 407 Transitway – Kennedy to Brock Environmental Assessment and Preliminary Design Study. As part of this study a Heritage Impact Assessment was conducted on two properties on Reesor Road south of Highway 407 ETR that were located within the study area. Please find attached the Heritage Impact Assessment Report.

Best Regards,

Amy Munn, PEng, BaSC

Project Engineer - Rail & Transit Systems, Parsons Transportation Group
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
amy.munn@parsons.com Office: 905.917.3221 – Mobile: 416.939.3054

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Sowel Kang

Subject: UH#73 : #Wudgvwz d | #D#Nhqghg | #w#Eurf#D#K ID #Jhsrw

From: Duncan, George [<mailto:gduncan@markham.ca>]
Sent: Monday, February 22, 2016 8:39 AM
To: Amy Munn <Amy.Munn@parsons.com>
Subject: RE: 407 Transitway - Kennedy to Brock - HIA Report

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Best Regards,

Amy Munn, PEng, BaSC
Project Engineer - Rail & Transit Systems, Parsons Transportation Group
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
amy.munn@parsons.com Office: 905.917.3221 – Mobile: 416.939.3054

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407 TRANSITWAY

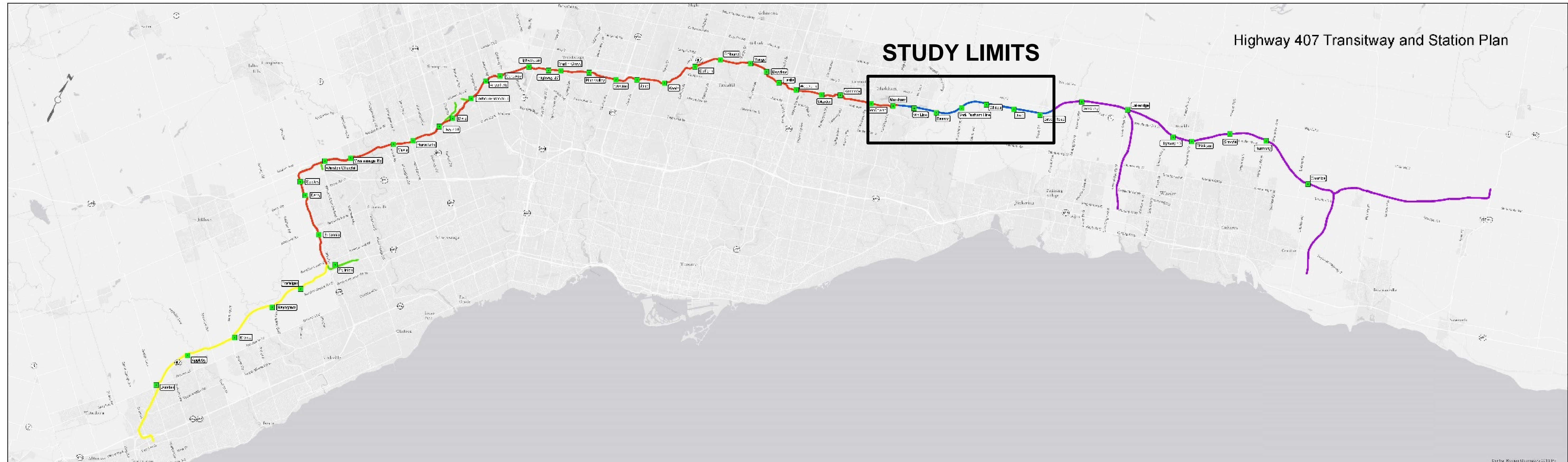
KENNEDY ROAD TO BROCK ROAD
MOECC PRESENTATION



PROJECT WEBSITE: 407Transitway.com



- General Description of the 407 Transitway
- 407 Transitway Objectives
- 407 Transitway Kennedy Road to Brock Road
- Transit Project Assessment Process
- Consultation To Date and TPAP Process
- Ridership Forecast
- Environmental Existing Conditions
- Identification and Evaluation of Alternatives
- Preferred Alternative
- Major Environmental Findings
- Environmental Assessment Approach & Methodology
- Schedule



- Exclusive fully grade separated rapid transit (BRT or LRT) parallel to HWY 407
- Burlington to Oshawa – 150 km, up to 50 surface stations
- Current Project – Kennedy Road to Brock Road – 19 km, 5 stations

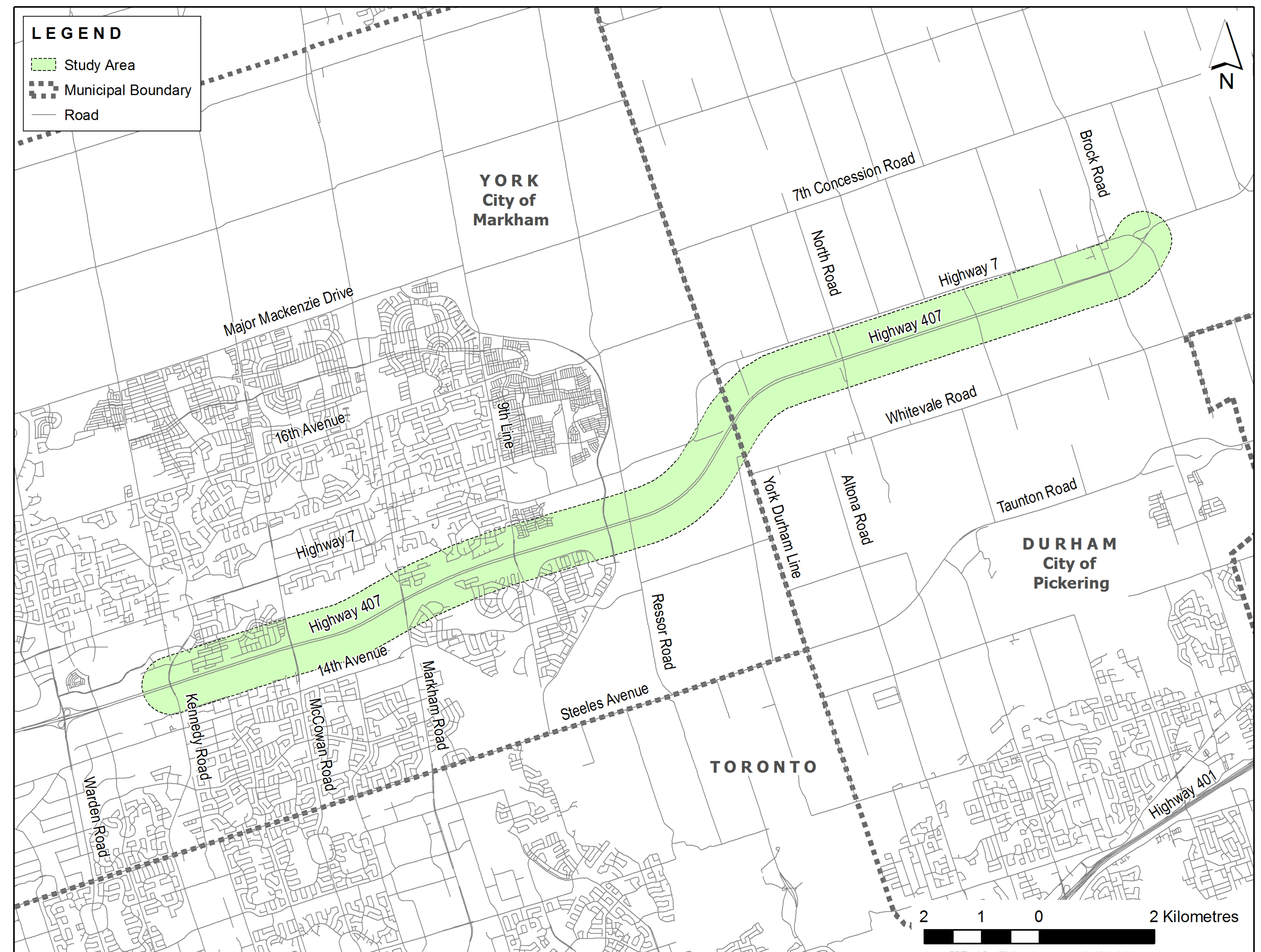
- Enhance east-west cross-regional mobility (fast, safe, cost effective transportation mode along the GTA north corridor)
- Provide stations at key locations that will offer transit transfer, park and ride, PPUDO and opportunities along the 407 Corridor
- Reduce automobile dependence and GHG emissions



407 Transitway East of Kennedy Road to East of Brock Road



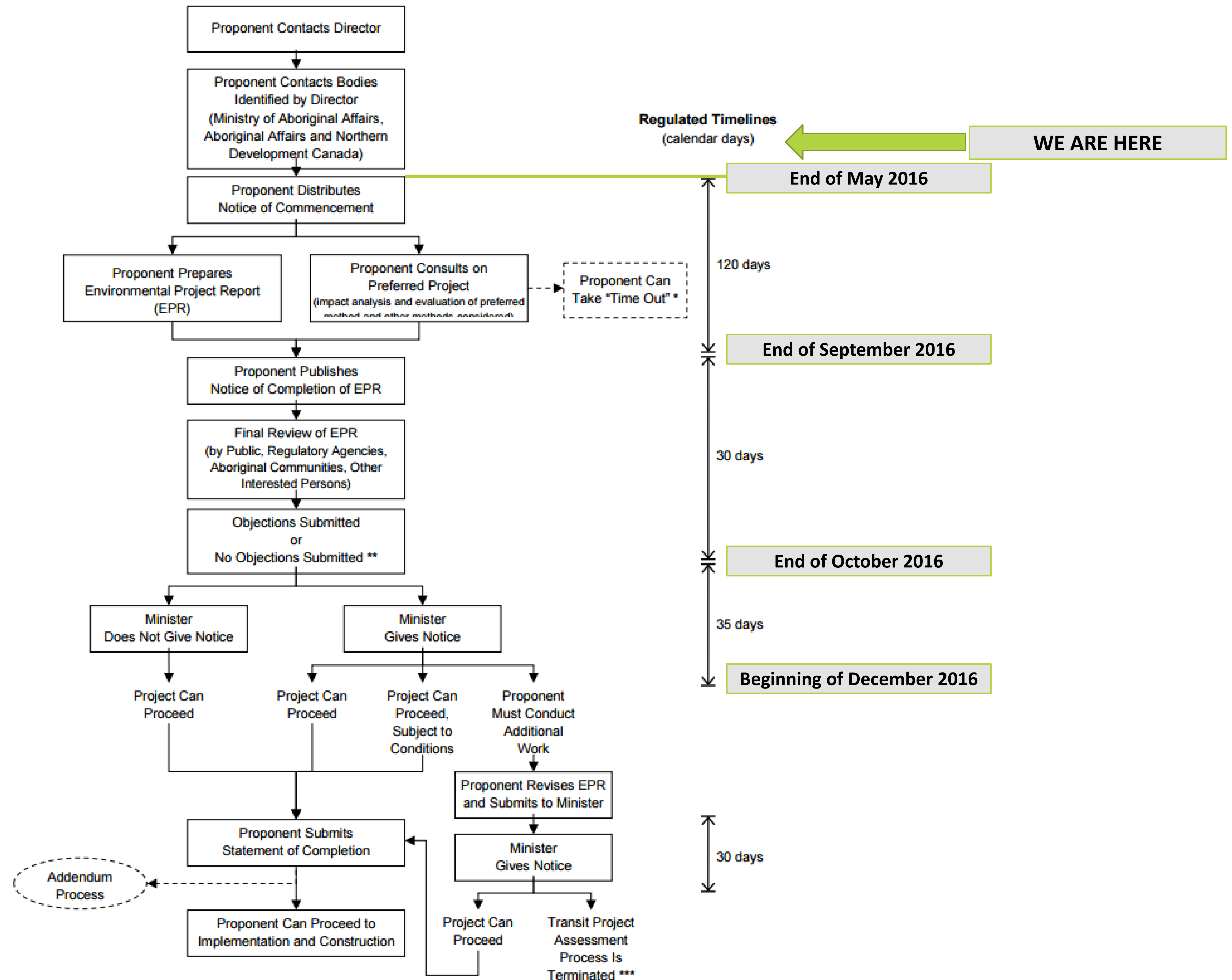
- 19 Kilometers
- 5 Stations
- Approved EA for the runningway already in place between Markham Road and Brock Road (*Highway 407 / Transitway Markham Road Easterly to Highway 7 East of Brock Road EAR 1997*)
- Study re-examines runningway alignment and the station locations based on 407 Transitway Design Guidelines and ridership forecasts



Transit Project Assessment Process (TPAP)



TPAP – Fast Track Environmental Assessment for Provincial Transit Projects



■ Agencies

- Initial contact letters sent to agencies and Aboriginal communities
- Meetings with Agencies to introduce the project and contact requesting for background information
- Presentation of Existing Conditions and Planning Alternatives to Technical Resource Group (TRG)
- Meetings with Municipalities and Parks Canada during preparation of Draft EPR

■ Aboriginal Communities

- 15 Aboriginal Communities were contacted as per MOECC director contact and MTO ACIS search.
 - Alderville First Nation: No concerns; wants to be kept informed.
 - Curve Lake First Nation: Study area is within the Williams Treaties Territory and subject of a claim under Canada's Specific Claims Policy.
 - Huron-Wendat Nation: Potential for archaeological sites within the study area.

■ Public Information Centre #1 held in April 2015

- Held in Markham and Pickering.
- Ninth Line Residents: Traffic related concerns. Traffic impact analysis done.
- Reesor Road Heritage Home Resident: Concerns of impact.

- Technical Resource Group (TRG)
 - Presentation of Draft EPR and distribution to TRG members for review and comments mid April 2016
 - Submit Draft EPR to MOECC mid April, 2016.
 - Receive comments from TRG and MOECC on Draft EPR mid May 2016
- Notice of Commencement of Transit Project Assessment Process - end of May 2016
- Hold Public Information Centre #2 mid June 2016
- Notice of Completion of Environmental Project Report in September 2016

Ridership Forecasts (excluding Kennedy Station)

- **2031 AM Peak Period Riders (3 hours)**

 - Total Station Boardings 3,760

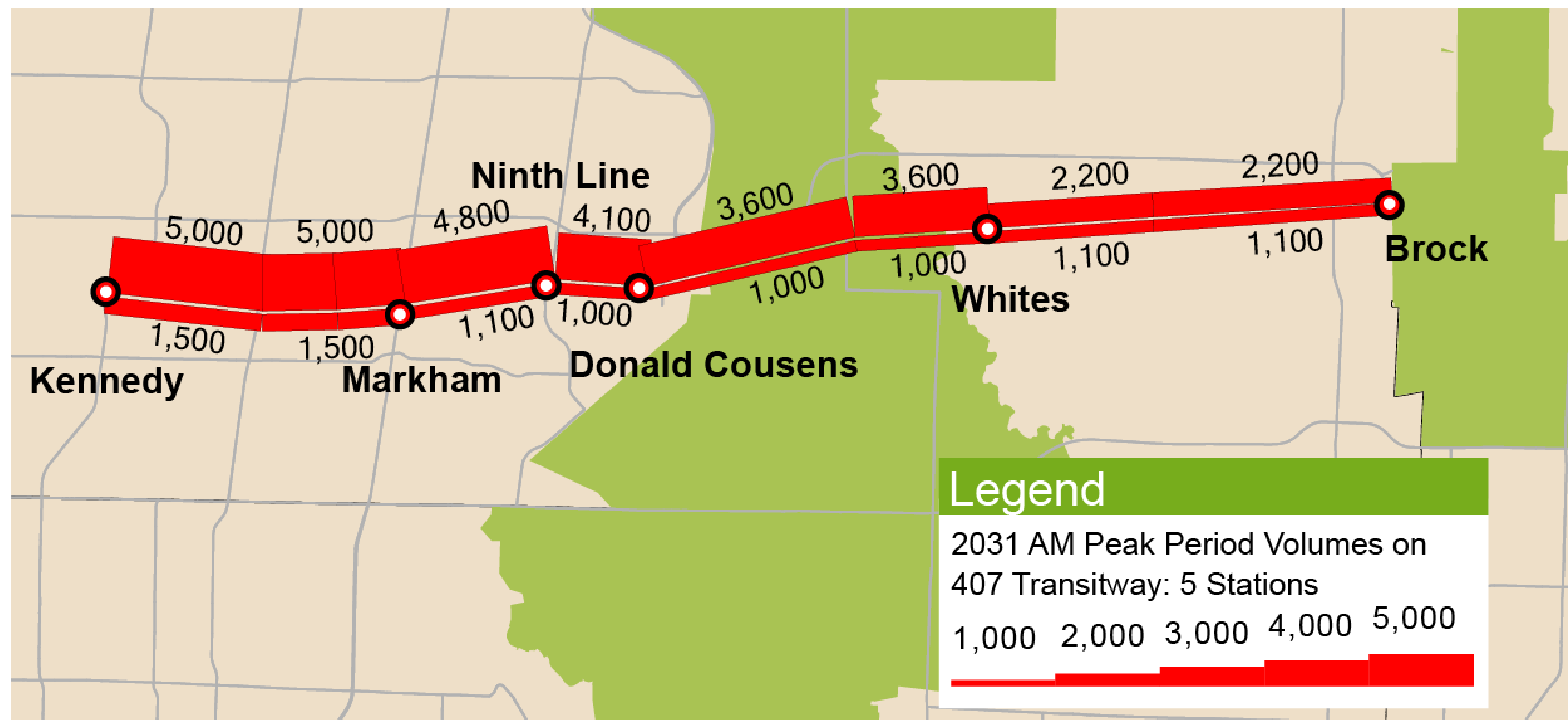
- **2031 AM Peak Period Ridership at Peak Load Point (3 hours)**

 - Westbound, East of Kennedy Station 5,000

 - Westbound, East of Yonge Station (Central Section) 14,500

- Higher reliance on park and ride than the Central Section

 - Riders are flexible as long as speeds are competitive.



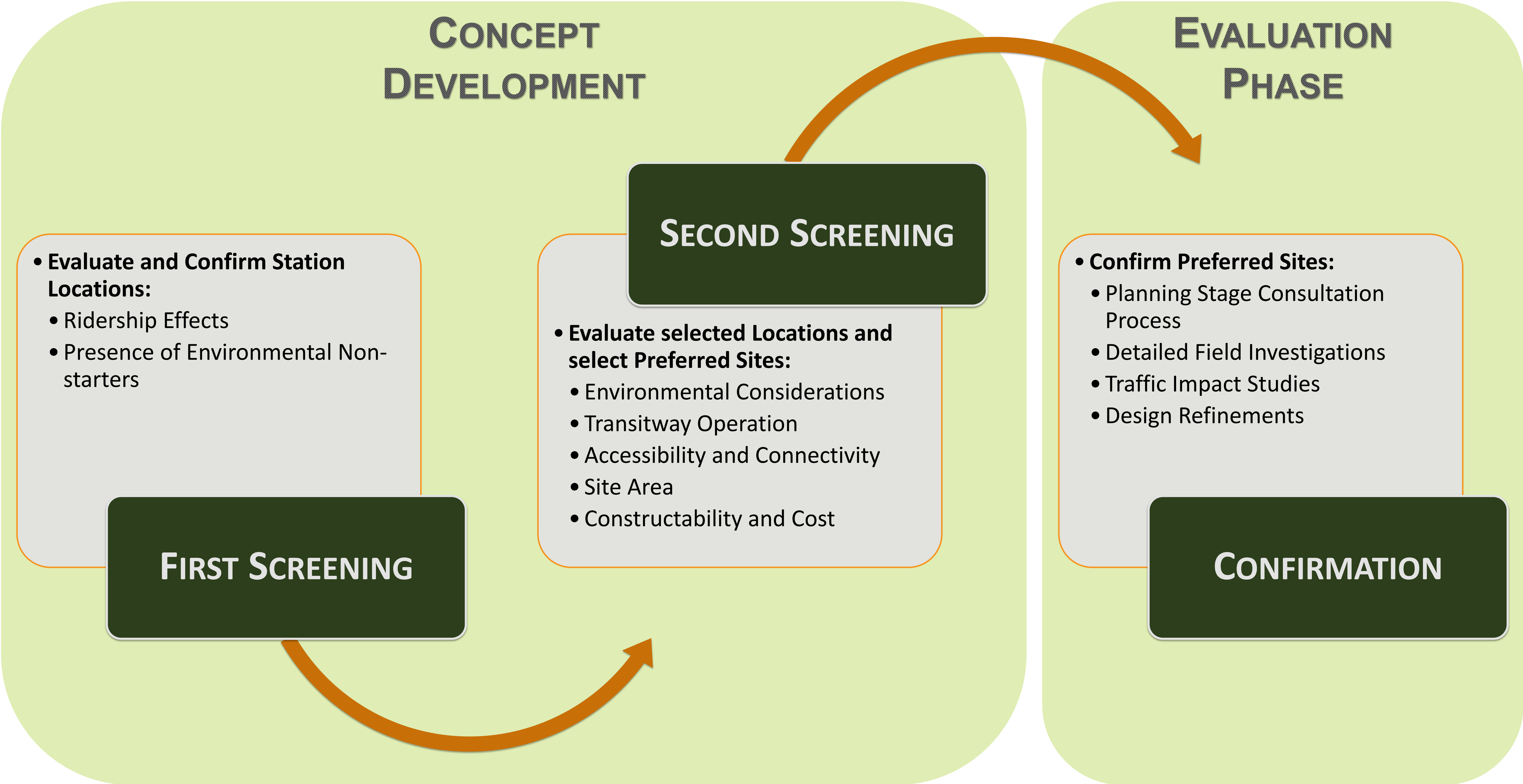
Existing Conditions within the Study Area Based on Available Information

- 3 watersheds – Rouge River, Petticoat Creek and Duffins Creek, 27 watercourse crossings
- Endangered or Threatened Species – potential for Redside Dace, Bobolink, Eastern Meadowlark, Chimney Swift, Barn Swallow, Butternut
- No presence of *Area of Natural and Scientific Interest (ANSI)* or *Environmental Significant/Sensitive Area (ESA)*
- Rouge Urban National Park, Greenbelt Plan, close to Provincially Significant Wetlands, Seaton Development Lands

Environmental Technical Studies on the Preferred Transitway Configuration including field investigations conducted in 2015:

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology





Station Alternatives – First Screening Assessment of Potential Station Nodes



Potential station nodes	McCowan Road	Markham Road	Ninth Line	Donald Cousens Parkway	York Durham Line	Whites Road	Rosland Road	Brock Road
Physical and operational considerations:								
Presence of Environmental Features of Provincial Significance	None	None	None	Sensitive	Sensitive	None	Sensitive	Fair
Ridership Effects:								
Estimated (2031) AM Peak Boardings	630	680	600	440	30	560	150	710
Transit Integration	Good	Good	Fair	Good	Poor	Fair	Poor	Fair
Transfers with Municipal Services and Inter-lining opportunity	Poor	Good	Good	Good	Poor	Good	Poor	Good
Distance to Adjacent Station	2.0 km	2.1 km	1.6 km	3.0 km	2.2 km	2.4 km	2.5 km	
Selection of Station Nodes	Selected	Selected	Selected	Selected	No Station (Site Protected)	Selected	Selected	Selected

ENVIRONMENT



NATURAL

- TERRESTRIAL & AQUATIC ECOSYSTEMS
- BOTANY
- HYDROLOGY, GEOLOGY AND HYDROGEOLOGY
- SPECIES/HABITAT AT RISK



SOCIAL

- PROPERTY
- NOISE AND AIR QUALITY IMPACTS
- CONSTRUCTION STAGING IMPACTS
- LAND USE COMPATIBILITY WITH PROVINCIAL AND MUNICIPAL PLANS AND POLICIES



CULTURAL

- ARCHAEOLOGICAL POTENTIAL EFFECTS
- IMPACTS TO BUILT HERITAGE FEATURES AND CULTURALLY SIGNIFICANT LANDSCAPES

SERVICE QUALITY AND INFRASTRUCTURE



TRANSITWAY OPERATION

- TRANSITWAY ALIGNMENT
- EASE OF STAGED IMPLEMENTATION



ACCESSIBILITY & CONNECTIVITY

- VEHICLE CONNECTIVITY
- PEDESTRIAN & CYCLING CONNECTIVITY
- TRANSIT CONNECTIVITY
- ACCESS TO STATION MEETS DESIGN STANDARDS



SITE AREA

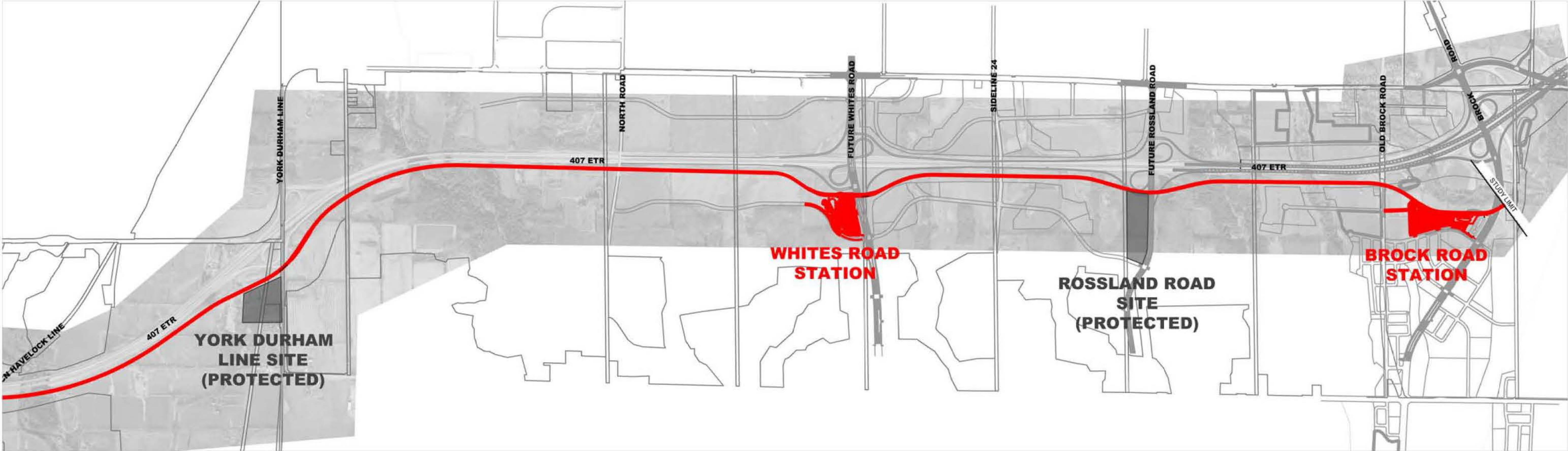
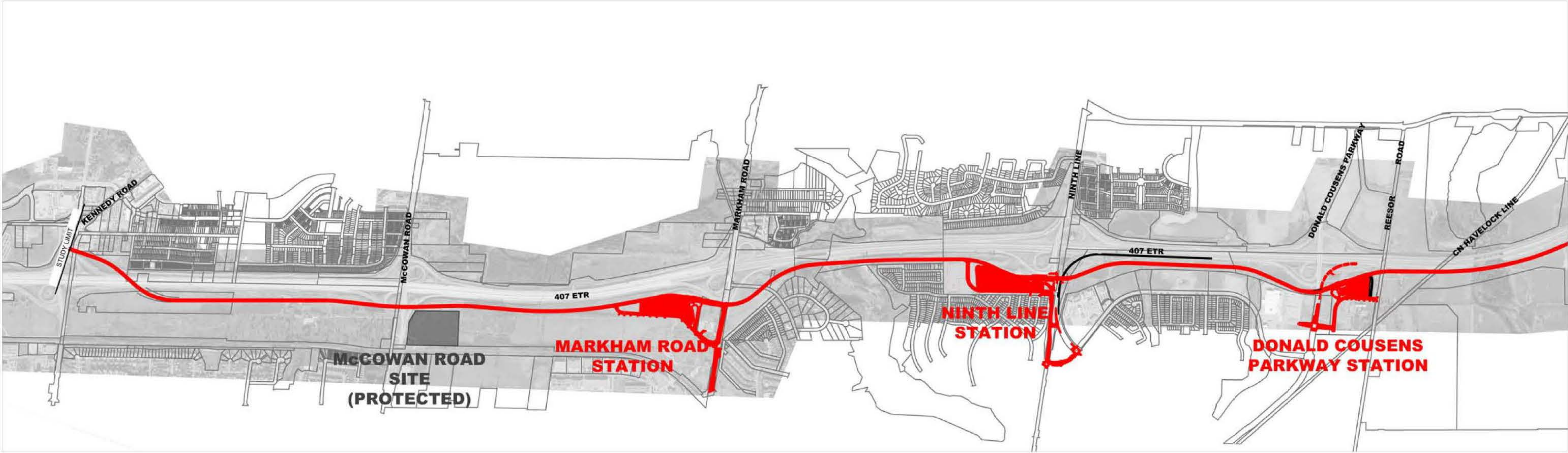
- SIZE AND SHAPE
- ABILITY TO OPTIMIZE FACILITY LAYOUT AND FUNCTIONALITY
- AREA FOR SURFACE EXPANSION



CONSTRUCTABILITY AND COST

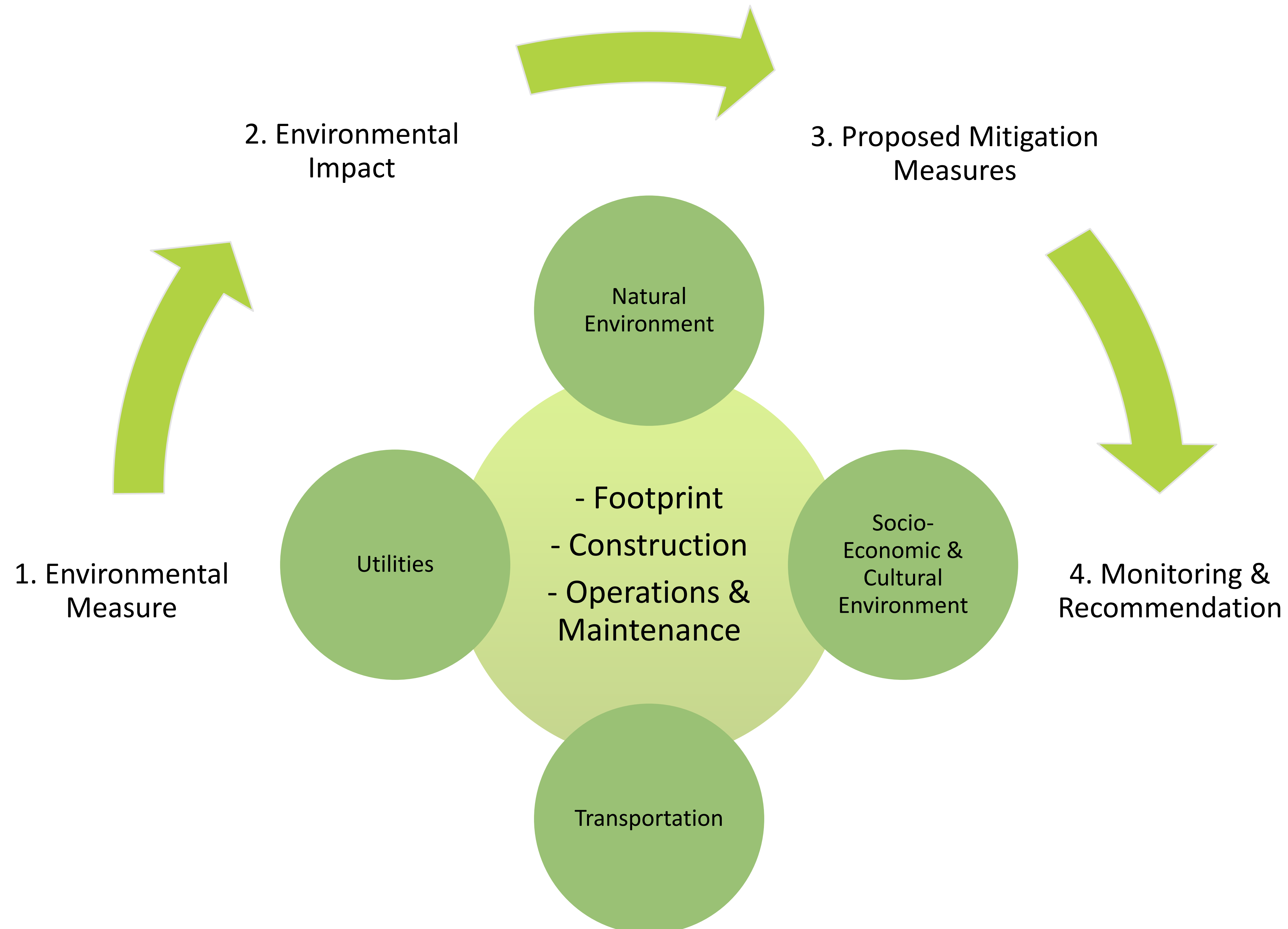
- DISRUPTION TO TRAFFIC
- MAJOR UTILITY RELOCATION

Preferred Alternative



- **Markham Road Station**
 - Wetland southwest quadrant of Markham Road and Highway 407 interchange – Avoided.
 - Potential for a Huron-Wendat ossuary to exist – A licensed archaeologist will monitor during construction.
- **Donald Cousens Station - Cultural Heritage Features**
 - Two properties on Reesor Road are designated under the *Ontario Heritage Act*, Part IV and one property is listed by the City of Markham as cultural heritage resource. – Avoided by preferred alternative.
 - Heritage Impact Assessment was completed for the two properties designated under the *Ontario Heritage Act*.
- **Ninth Line Station**
 - Traffic concerns of residents of subdivision adjacent to Station. Traffic management measures are being proposed to mitigate station traffic. Station at site protected by IO for Transitway station.

- Brock Road Station - Wildlife Habitat and Archaeological Site
 - Deer wintering site, archaeological site and Redside Dace habitat found east of Sideline 16
 - Current location of Brock Road Station was selected to avoid impacts to the above and better integration with the new MTO Brock Road Commuter Carpool Lot
- *Endangered Species Act*
 - Design of proposed structures mirror existing structures of 407ETR to minimize impacts to Redside Dace habitat
- Archaeological Assessment
 - Stage 2 Archaeological Assessment is recommended for approximately 54.5 ha of land within the study area. During Detail Design, the area will be further refined and Stage 2 archaeological assessment will be conducted.
 - Two archaeological sites require Stage 3 Archaeological Assessments and two archaeological sites require Stage 4 Archaeological Assessments – to be conducted in Detailed Design phase.
 - A licensed archaeologist will be present to monitor the removal of topsoil for all areas within 1 km of previously identified Iroquoian village sites and 300 m of water.



Milestone	Date
Study Initiation	May, 2014
Development of Planning Alternatives	December, 2014
TRG 1 – Project Introduction; Initial Findings	January, 2015
PIC 1 – Project Introduction; Initial Findings	April, 2015
Detailed Field Investigations	Summer and Fall, 2015
Confirmation of Technically Preferred Alternative	December, 2015
Draft EPR	March, 2016
TRG 2 – Presentation and Conclusions of Draft EPR	April, 2016
TPAP Notice of Commencement	May, 2016
PIC 2 - Findings and Conclusions of TPAP	June, 2016
Final EPR; TPAP Notice of Completion	September, 2016
TPAP Statement of Completion	November, 2016

?



MEMORANDUM

TO: Heritage Markham Committee

FROM: George Duncan, Senior Heritage Planner

DATE: May 11, 2016

SUBJECT: REQUEST FOR FEEDBACK
Highway 407 Transitway
Cultural Heritage Resource Assessment

Property/Building Description:

- Two properties containing built heritage resources are located within the study area for the proposed Highway 407 Transitway: the Captain Robert Reesor House, c.1867, at 8042 Reesor Road, and the William Harding House, c.1853, at 8119 Reesor Road (see building photographs).
- Both properties are owned by Infrastructure Ontario (formerly the Ontario Realty Corporation).

Use:

- Residential

Heritage Status:

- Both properties are on the Register of Property of Cultural Heritage Value or Interest and are designated under Part IV of the Ontario Heritage Act.

Application/Proposal:

- Heritage Section staff has received a Cultural Heritage Resource and Impact Assessment for the proposed Highway 407 Transitway.
- The study area is shown on the attached map, extending from Kennedy Road in Markham to Brock Road in Pickering.
- An Executive Summary of the report is attached, as well as a chart outlining the anticipated impacts on the built heritage resources and mitigation strategies.

Staff Comment:

- Based on a staff review of the report, there is no direct impact of the future Highway 407 Transitway on the Robert Reesor House at 8042 Reesor Road. In the case of the William Harding House at 8119 Reesor Road, the designated farmhouse will not be directly impacted but the barn and driveshed will need to be removed as they are directly in the path of the future Transitway. Only the house is included in the Reasons for Designation.
- The gambrel-roofed barn at 8119 Reesor Road is a good example of an early 20th century barn, and while it is not specifically protected by the heritage designation, it may merit consideration for preservation as a significant component of the historic William Harding House farmstead. This would require the building to be relocated out of the path of the proposed Transitway.
- There appears to be adequate space to move the barn to the south, closer to the farmhouse.

Suggested Heritage Markham Recommendation:

THAT Heritage Markham recommends that in the case of the designated heritage property at 8119 Reesor Road, that consideration be given to relocating the early 20th century gambrel-roofed barn out of the path of the proposed Highway 407 Transitway as a mitigation strategy, to preserve the cultural heritage landscape of the historic William Harding House farmstead;

THAT the preferred location would be closer to the farmhouse;

AND THAT the consultant be advised of Heritage Markham's recommendation.

File:

q:\development\heritage\subject\hwy407\hmmay112016.doc



8042 Reesor Rd. Markham



8119 Reesor Road





May 16, 2016

Dear Ms. Munn:

RE: Request for Feedback,
Proposed 407 Transitway
Cultural Heritage Resource Assessment (16.11)

Enclosed is a copy of the Heritage Markham Extract from the minutes dated May 11, 2016.

If you require any further information, please contact Mr. Regan Hutcheson of our Development Services Commission at 905-477-7000, ext. 2080.

Yours truly,

A handwritten signature in black ink, appearing to read 'K. Bavington', with a long horizontal flourish extending to the right.

Kitty Bavington, CPT
Council/Committee Coordinator

:caw
encl.

c.c. Regan Hutcheson, Manager, Heritage Planning

HERITAGE MARKHAM
EXTRACT

DATE: May 16, 2016
TO: R. Hutcheson, Manager of Heritage Planning
M. Ilic, Engineering

EXTRACT CONTAINING ITEM #8 OF THE FIFTH HERITAGE MARKHAM
COMMITTEE MEETING HELD ON MAY 11, 2016.

- 8. Request for Feedback,
Proposed 407 Transitway
Cultural Heritage Resource Assessment (16.11)**
Extracts: R. Hutcheson, Manager of Heritage Planning
M. Ilic, Engineering
-

Heritage Markham Recommends:

That Heritage Markham recommends that in the case of the designated heritage property at 8119 Reesor Road, that consideration be given to relocating the early 20th century gambrel-roofed barn out of the path of the proposed Highway 407 Transitway as a mitigation strategy, to preserve the cultural heritage landscape of the historic William Harding House farmstead; and,

That the preferred location would be closer to the farmhouse; and further,

That the consultant be advised of Heritage Markham's recommendation.

Carried

May 27, 2016

Graham DeRose, Project Manager, Route Planning
& Transit Initiatives

Ministry of Transportation, Central Region

1201 Wilson Avenue, 4th Floor, Building D
Toronto, Ontario M3M 1J8

Email: Graham.DeRose@ontario.ca

Khaled El Dalati, Vice President,
Transportation

Parsons

625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9

Email: Khaled.ElDalati@parsons.com

Dear Mr. DeRose and Mr. El Dalati,

RE: **407 Transitway (Kennedy Road to Brock Road)**
Transit Project Assessment Process
Draft Environmental Project Report review

Thank you for the opportunity to review the Draft EPR for the 407 Transitway (Kennedy Road to Brock Road) prior to filing. The City has reviewed the document and we wish to offer the following comments:

A. General

1. Please refer to minutes from **Council Meeting** of May 3, 2016 (*Attachment 'A'*), as these are Council's comments on this TPAP.
2. **Natural Heritage Policy** comments are provided in the attached memorandum dated May 13, 2016 (*Attachment 'B'*).
3. The City has assets (storm, sanitary sewers and watermains) crossing Hwy 407 at Kennedy Rd, McCowan Road, Markham Road and 9th Line. Please advise if you require as-built drawings. Please note that the Region of York also has existing assets through the MTO corridor.
4. All references to *Town of Markham* shall be updated to *City of Markham* in the EPR.

B. Transportation

Markham Road Station

1. The report indicates that there will be operational issues at the 14th Avenue / Markham Road intersection but noted that the future extension of Donald Cousens Parkway ("DCP") will alleviate traffic operations at this intersection as more traffic will use DCP instead of Markham Road. As both Markham Road and DCP are under York Region's jurisdiction, the overall findings will have to be confirmed by the Region.

Ninth Line Station

2. Staff continues to express concern with the proposed site access in terms of traffic infiltration. The proposed station access at the Old Ninth Line / Rouge Bank Drive intersection will lead to increase in traffic along Old Ninth Line. This is not desirable as Old Ninth Line is classified as a local road and cut-through traffic is an ongoing issue identified by the public. As a signalized intersection, the spacing of signals along Rouge Bank Drive is also a concern. An alternative with direct signalized “full moves” driveway access on Ninth Line may be more desirable and should be investigated with the Region.
3. The Report (Section 3.4.3.4) suggests *south to west left-turn restriction at the intersection of Rouge Bank Drive / Old Ninth Line-Station Access*. Please clarify if this actually refers to westbound left turn restriction.
4. The Report (Section 3.4.3.2) states that “the intersection volumes from the neighbourhood to the east of the Ninth Line / Copper Creek Drive were not scaled...as it is fully developed”. However, please note that there are still ongoing developments along Copper Creek, which should be accounted for in the traffic forecasts.

C. Multi-use pathway (MUP)

1. The MUP crossing 407 ETR east of the Rouge River should be considered during the design of the Transitway. The MUP should also be included in the EPR in the following sections:
 - a. Section 6 (Impact Assessments, Mitigation and Monitoring) - to assess and identify construction and operation impacts associated with the implementation of the 407 Transitway.
 - b. Section 8 (Consultation) - to address the concerns and the action required to be taken.

Please refer to Council recommendation (*Attachment 'A'*) and report to Development Services Committee report, dated April 25, 2016.

D. Heritage Assessment

In accordance with the ***Built Heritage Features and Cultural Heritage Landscapes*** in section 6.2.2, partial preservation of properties at 8042 and 8119 Reesor Road is discussed, which includes recommendation for partial preservation and possibility of relocating the cultural heritage resource to a new location on its current site. Our Heritage team recommended that consideration be given to relocating the barn out of the path of the proposed Transitway at the Heritage Markham Committee Meeting of May 11, 2016. The recommendation was approved and is included (*Attachment 'C'*) for your records.

We note that in the evaluation of station sites, Figure 4.5 notes expropriation and removal of residential homes. This conflicts with the recommendations.

E. Bulk Water Sales Station

Please be advised that Markham’s Waterworks Department has obtained an encroachment permit from MTO for construction of a Bulk Water Sales Station on Old Ninth Line, north of Rouge Bank Drive.

Please feel free to contact me at (905) 477-7000 ext 2136 if you have any questions or wish to discuss the above.

Yours truly,

A handwritten signature in blue ink that reads "mIlic". The signature is written in a cursive, lowercase style with a distinct accent over the 'i'.

Marija Ilic, P.Eng.,
Senior Engineer, Special Projects
Engineering

Copy: Alan Brown, Director, Engineering,
Brian Lee, Deputy Director, Engineering,
Alain Cachola, Senior Manager of Infrastructure and Capital Works, Engineering,
Joseph Palmisano, Manager of Transportation, Engineering,
Lilli Duoba, Manager, Natural Heritage, Planning,
Eddy Wu, P.Eng., Manager, O & M, Waterworks Division, Environmental Services Department
Bob Penner, Manager, Utilities, Survey and GIS Assets Database, Asset Management
George Duncan, Senior Heritage Planner, Planning,

Attachments:

- 'A' - Council Meeting Minutes – May 3, 2016
- 'B' - Memorandum – City of Markham Planning (Policy), dated May 13, 2016
- 'C' - Recommendations from Heritage Markham Committee meeting, held May 11, 2016

EXCERPT CONTAINING ITEM #0011 OF THE COUNCIL COMMITTEE (May 03, 16)**(2) 407 TRANSITWAY (KENNEDY ROAD TO BROCK ROAD) TRANSIT PROJECT ASSESSMENT PROCESS (5.10)****Presentation Report**

Moved by Regional Councillor Joe Li

Seconded by Regional Councillor Nirmala Armstrong

1) That the 407 Transitway (Kennedy Road to Brock Road) Environmental Project Report be endorsed with the following revisions/conditions:

a) That the 407 Transitway alignment at Kennedy Road be revised, if applicable, upon finalization of Markham Centre Mobility Hub Study and the amendment of the 407 Transitway alignment west of Kennedy Road.

b) That the Ministry of Transportation provide for an additional future station at McCowan Road, and include the preliminary design of the station as part of the EA.

c) That the Ministry of Transportation work with the City to restrict vehicular access to the Ninth Line Station through the residential neighbourhoods and resolve any traffic issues resulting from the station access from Old Ninth Line.

d) Mitigation of noise and other possible impacts to abutting residential properties at the Ninth Line Station.

e) That the Ministry of Transportation relocate the Donald Cousens Parkway Station on the east side of Reesor Road, adjacent to the future GO service on the Havelock Subdivision rail line.

f) That the Ministry of Transportation address traffic impact due to station location on Markham Road to mitigate vehicular infiltration to residential neighbourhoods.

g) That leading edge sustainable measures be implemented to address stormwater, energy conservation, protection of wildlife corridors and bird friendly guidelines.

h) That special consideration be demonstrated regarding accessible design for people with disabilities.

i) That in the event an ossuary is discovered, the proper Provincial protocols be followed.

- j) That the Premier of Ontario, Minister of Transportation and Metrolinx be requested to accelerate the program to a 10-15 year time frame, and to consider public-private partnerships and other opportunities to fund the acceleration.**
- k) That an automated state-of-the-art rail transit system be considered as an alternative to the bus transitway.**
- l) That GO Rail commuter service be advanced on the CP Havelock line.**
- m) That the interchange ramps for all directions on the 407 ETR be protected.**
- n) That the completion of residential roads in Legacy as a result of the 9th Line station be included in the 407 Transitway project budget.**
- o) That estimated costing of the project be provided; and,**
- 2) That the Ministry of Transportation be requested to review the detailed station and station access design for all stations with City and Regional staff; and,**
- 3) That staff report back at the detailed design stage with further details related to access requirements, financial implications, potential partnership arrangements, transit oriented development opportunities, and any required agreements between Stakeholders; and,**
- 4) That the Ministry of Transportation provide a crossing and alternative alignment for the Rouge Valley Trail Multi-Use Path between Rouge Valley and Ninth Line at the Ministry's cost, when the 407 Transitway is constructed; and,**
- 5) That the Federal Government and the Province of Ontario be requested to evaluate the feasibility of a high speed train from Windsor to Montreal; and that the Highway 407 corridor be considered as part of the route alignment for this train service; and,**
- 6) That staff be authorized and directed to do all things necessary to give effect to this resolution; and,**
- 7) That staff report back to Committee in fall 2016 prior to the Ministry of Transportation finalizing their Transit Project Assessment Process study on the final study recommendations and Markham's comments; and further,**
- 8) That the Minister of Transportation, Minister of the Environment and Climate Change, Metrolinx, Infrastructure Ontario, Regional Municipality of York be advised accordingly.**

Carried



MARKHAM
MEMORANDUM

To: Marija Ilic, Senior Engineer

From: Lilli Duoba, Manager, Natural Heritage

Date: May 13, 2016

Subject: 407 Transitway – Kennedy Road to Brock Road, MTO, Environmental Project Report

Thank you for the opportunity to review the Transitway Environmental Report. We offer the following comments related to policy alignment with the City of Markham Official Plan.

There is considerable environmental impact as a result of this proposed transitway infrastructure. The report identifies 11 tributary crossings of the Rouge River in Markham and a total loss of 107.6 hectares of natural cover across Markham and Pickering. We note that similar scale Environmental Assessment Studies in the recent past have incorporated compensation into the EA budget (16th Avenue Trunk Sewer and Southeast Collector). We request additional information on what the compensation budget and strategy is for this EA.

In accordance with the City's Official Plan and environmental priorities, a no net loss approach is required to address natural heritage impacts. We are particularly interested in ensuring minimization and mitigation are appropriately addressed in the following impacts areas:

1. Crossing the main branch of the Rouge River east of Markham Road. We note that this is identified as an area of High Sensitivity with an Opportunity for Enhancement. We are particularly concerned about potential impacts along the Rouge River and the close proximity of the residential community. The EA should contain more direction on the impact of the transitway on the features including mitigation and compensation. We also note the City's Multi-use Pathway EA included a connection across Highway 407 at the Rouge River. Please ensure that the requirements for the implementation of the MUP are addressed and that the appropriate pathway connection is secured in the design of the transitway at this location.

2. The transitway crosses the Provincially Significant Cedar Grove Wetland Complex between 9th Line and Donald Cousens Parkway at 2 locations. The mapping identifies these lands as Moderate Sensitivity with Opportunity for Enhancement. The feature is shown on the EA mapping as a watercourse. The mapping should be modified to identify the PSW wetland and include the Provincial boundary mapping of the feature.
3. The transitway crosses the Rouge National Urban Park (RNUP). Parks Canada are currently undertaking a Trails Master Plan for the RNUP. The transitway corridor further impacts north south accessibility of the RNUP. The EA needs to identify and confirm that the requirements of Parks Canada to secure public trail across the transitway and 407 have been addressed to their satisfaction and that the transitway will not further impair north south trail access through the RNUP. The coordinator of the trails study at Parks Canada is Richard Scott at 705-742-1984 richard.scott@pc.gc.ca
4. Wildlife passage needs to be addressed in the design of the transitway crossing over the two major watercourse corridors (as a minimum) – Rouge River and Little Rouge Creek. TRCA and Parks Canada should be consulted regarding specific wildlife crossing requirements. TRCA may also have additional comments on this matter.
5. The York Durham Line Site (Protected) is identified on lands subject to conveyance to the Rouge National Urban Park. All landowners involved in the conveyance of lands to Parks Canada or owning public infrastructure abutting the RNUP participated in the signing of a Memorandum of Agreement Respecting the Assembly of lands for the Proposed Rouge National Urban Park. That agreement identifies additional lands that may be required for future infrastructure (this site is not identified), sets out a process for the disposal of public lands and provides for a cap on land disposal for infrastructure. This matter needs to be addressed with Parks Canada and the current public landowner of the parcel. We also note that this site contains a portion of the Locust Hill Wetland Complex and woodland vegetation. Alternative locations for this facility should be explored as part of the EA given the use of the land intended for National Park purposes and the natural heritage features on the site.

The City will be looking for Mitigation and Compensation to ensure no net loss to natural heritage and hydrologic resources resulting from this infrastructure. We will require a detailed assessment of the natural heritage and hydrologic features (woodlands, wetland and stream features) being impacted and removed for the transitway. We note that the EA identifies compensation for some features but not others (page 6-7 identifies no compensation for a cedar coniferous forest but does identify compensation for a meadow marsh). The City's position is to achieve no net loss and compensation should be directed to all protected features impacted by this infrastructure.

Discussions regarding mitigation and compensation should commence before approval of the EA document. The EA identifies compensation to be addressed at the detailed design stage, but because of the large impact anticipated, the City seeks more direction on this matter prior to EA approval.

The EA is expected to address all matters related to fisheries impacts resulting from requirements of the Federal Fisheries Act and endangered and threatened species impacts resulting from the requirements of the Endangered Species Act.

The transitway impacts the Provincial Greenbelt Plan area. The EA must include a section that addresses how the infrastructure policy 4.2.1 has been addressed in the EA document.

Site Specific Comments:

1. Page 3-21 of the document identifies Milne Woods ESA in Markham. The City does not recognize the ESA designation. The feature being referenced is actually the Provincially Significant Milne Park Wetland Complex.
2. The natural environment discussion on page 6-6 and the Designated Natural Areas on page 6-11 needs to recognize the Provincially Significant Wetland between 9th Line Station and Donald Cousens Parkway.

HERITAGE MARKHAM
EXTRACT

DATE: May 16, 2016
 TO: R. Hutcheson, Manager of Heritage Planning
 M. Ilic, Engineering



EXTRACT CONTAINING ITEM #8 OF THE FIFTH HERITAGE MARKHAM
 COMMITTEE MEETING HELD ON MAY 11, 2016.

- 8. Request for Feedback,
 Proposed 407 Transitway
 Cultural Heritage Resource Assessment (16.11)**
 Extracts: R. Hutcheson, Manager of Heritage Planning
 M. Ilic, Engineering
-

Heritage Markham Recommends:

That Heritage Markham recommends that in the case of the designated heritage property at 8119 Reesor Road, that consideration be given to relocating the early 20th century gambrel-roofed barn out of the path of the proposed Highway 407 Transitway as a mitigation strategy, to preserve the cultural heritage landscape of the historic William Harding House farmstead; and,

That the preferred location would be closer to the farmhouse; and further,

That the consultant be advised of Heritage Markham's recommendation.

Carried

October 14th, 2016

Marija Ilic, P.Eng.
Development Services, Engineering Department
City of Markham
101 Town Centre Blvd.,
Markham, ON L3R 9W3

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Marija,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Markham Council and City of Markham Staff comments which were received on May 9th, 2016 and May 28th, 2016 respectively.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

Please see Chapter 8,
Table 8.2 for details on the
comments and responses

Elizabeth Paudel

From: Donald Yu <Donald.Yu@durham.ca>
Sent: Monday, July 07, 2014 12:05 PM
To: 'Amy.Munn@parsons.com'
Cc: Kevin Morawski (Kevin.Morawski@wspgroup.com); Restrepo, Veronica (Veronica.Restrepo@hdrinc.com); Doug Robertson; Reg Webster
Subject: FW: 407 Transitway
Attachments: FTP site.pdf

Hi Amy,

Hereby, I am directing WSP/HDR to send you the CAD file of the Whites Road and Rossland Road at the two interchanges.

Region of Durham just completed the Regional Services Class EA for the Central Pickering Development Plan. Please see the attached for the access to the FTP site for the Class EA document, where contains the background information.

Note that there will be trunk sanitary sewers and watermains crossing the 407 as well as potential easements within the transitway. Majority of the green covered area is owned by IO, you shall contact the Seaton prime consultant Reg Webster Reg.Webster@ghd.com for the background information.

Regards,
Donald



Donald Yu, P.Eng.

Project Engineer/Manager
Environmental Services Design
Works Department
Regional Municipality of Durham
Tel: 905-668-4113 ext. 3567
Email: donald.yu@durham.ca

From: Paul Gee
Sent: July-07-14 11:49 AM
To: Donald Yu; Doug Robertson
Cc: Steve Mayhew
Subject: Re: 407 Transitway

Go ahead but they can likely just ftp rather than CD to save them some time.

From: Donald Yu
Sent: Monday, July 7, 2014 11:41 AM
To: Doug Robertson
Cc: Steve Mayhew; Paul Gee
Subject: RE: 407 Transitway

Hi Doug,

I will request WSP/HDR to provide the CAD files of both interchanges and the ESR in CD to Parsons.

Paul and Steve: please let me know if you have further direction, before 3:00 pm today.

Donald

From: Doug Robertson
Sent: July-04-14 4:56 PM
To: Donald Yu
Cc: Steve Mayhew; Paul Gee
Subject: FW: 407 Transitway

Donald,

Please see information request below. Can you provide Parsons with the CAD files for the Whites Road and Rossland Road extensions within their study limits?

Regards,
Doug

Doug Robertson, P.Eng., PTOE
Project Manager - Transportation Infrastructure
Works Department
Regional Municipality of Durham
605 Rossland Road East, Level 5
PO Box 623
Whitby, ON L1N 6A3
Phone: 905-668-4113 ext 3733
Fax: 905-668-2051

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]
Sent: July-02-14 8:20 AM
To: Doug Robertson
Cc: 'Gus Garron'; 'Khaled El Dalati'; 'DeRose, Graham (MTO)'
Subject: 407 Transitway

Hello Doug,

As per our conversation last Friday. Delcan (now part of the Parsons Group) has been retained by MTO to undertake the Environmental Assessment and Preliminary Design of the 407 Transitway East from Kennedy Rd to East of Brock Rd. This project includes 18 km of dedicated Transitway running parallel to Highway 407, 8 Transitway Stations and approximately 17 structures. The Environmental Assessment will be developed under the he Transit Project Assessment Process (TPAP). Attached is a map of the study area for your reference.

We are currently in the process of obtaining relevant information with respect to existing conditions, future plans, and constraints/concerns that stakeholders may have within the study area. Any available information regarding the following will be greatly appreciated:

- Whites Road Extension (if possible in CAD)
- Rossland Road Extension (if possible in CAD)
- Future Plans and Developments in the study area

Please advise if you have any questions.

Regards,

Amy Munn, PEng, BaSC

**

500-625 Cochrane Drive,
Markham, Ontario L3R 9R9

P: 905.917.3221

C: 416.939.3054

F: 905.470.7590

www.parsons.com

**Delcan has recently joined the Parsons family. My email has changed to Amy.Munn@parsons.com. Please update me in your contact list.

Elizabeth Paudel

From: Colleen Goodchild <Colleen.Goodchild@durham.ca>
Sent: Friday, September 12, 2014 4:29 PM
To: amy.munn@parsons.com
Subject: FW: 407 Transitway - Kennedy to Brock
Attachments: Final Service 61000 078 Option 3.pdf

Amy,

Here is some info re: transit in Seaton.

Thanks,
Colleen

From: Colleen Goodchild
Sent: September-04-14 4:15 PM
To: Christopher Norris; David Gooding
Subject: 407 Transitway - Kennedy to Brock

Hi Christopher and David,

Christopher – I understand you spoke to Chris Leitch this morning re: 407 Transitway meeting we had with Parsons/IBI this morning and that they are looking for DRT plans for the transitway stations from York/Durham Townline to Brock Road. Wanted to give you a heads up that Amy Munn from Parsons will most likely be trying to contact you in the next week or so to discuss further.

I will be the Planning Division contact for this project moving forward as we are trying to free up Chris' time for TMP work.

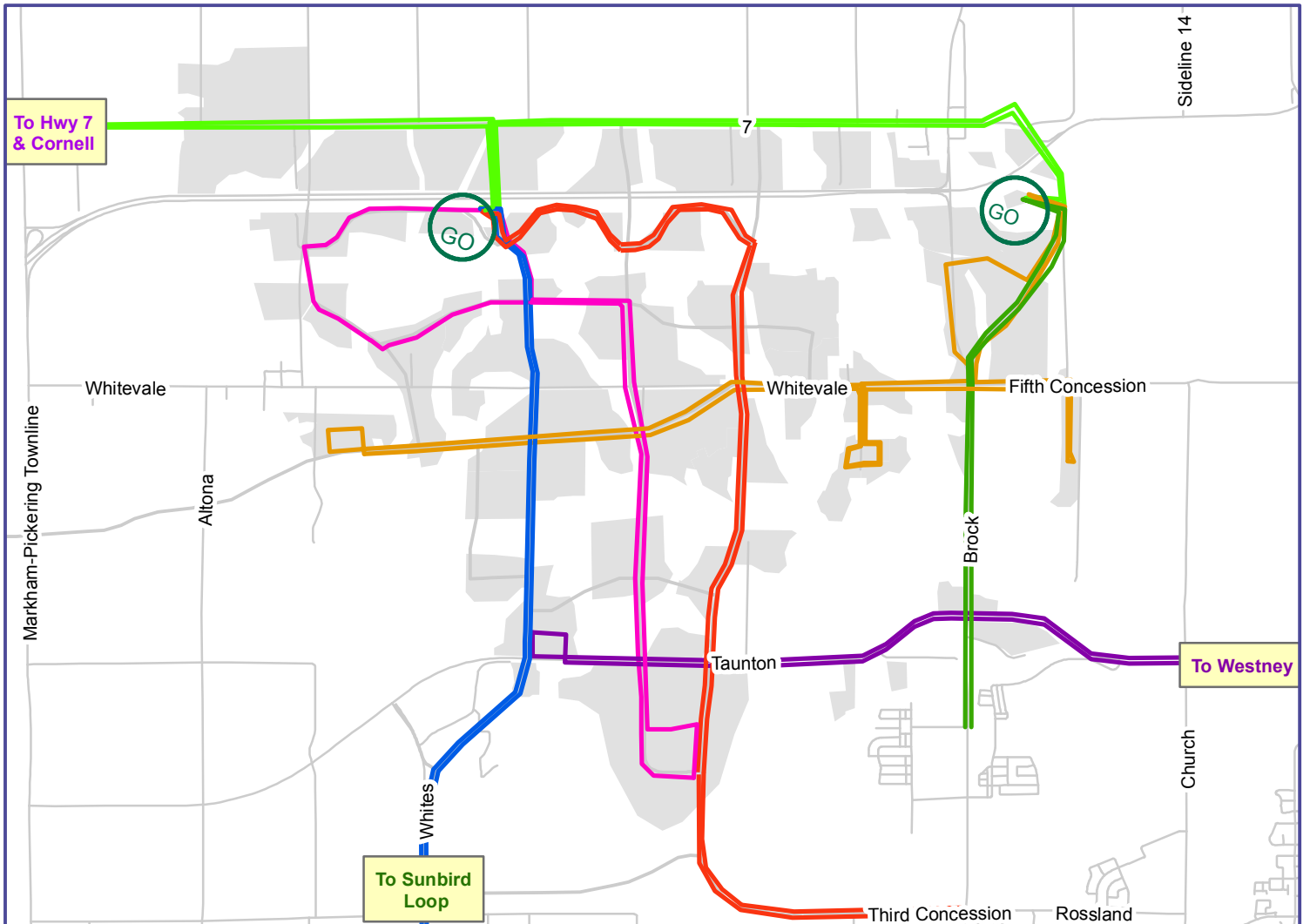
Thanks,
C.

Colleen Goodchild, MCIP RPP
Senior Planner
Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Phone: 905-668-4113 ext. 2580
Fax: 905-666-6208
Email: colleen.goodchild@durham.ca

Final Service - 61,000 pop. 0.78 rev-hrs/cap \$124/rev-hr Option 3

Colour Code	Route	Time Period	Length (hrs)	Total Route Length (km)	Average Speed (km/h)	Round Trip Time (min)	Headway (min)	No. of Vehicles	Vehicle Hours/Day	Vehicle Hours /Year	Operating Cost/Year	Capital Requirements (Buses)	Annual Operating Cost per Route (\$2009)
Green	Hwy 7	WDP	6	24	32	45	15	3	18	4,518	\$560,232	3	\$1,196,228
		WDO	13	24	32	45	45	1	13	3,263	\$404,612		
		SAT	18	24	32	45	45	1	18	936	\$116,064		
		SUN/HO	15	24	32	45	45	1	15	930	\$115,320		
Blue	Brock	WDP	6	9	28	19	20	1	6	1,506	\$186,744	1	\$504,742
		WDO	13	9	28	19	40	0.5	7	1,632	\$202,306		
		SAT	18	9	28	19	40	0.5	9	468	\$58,032		
		SUN/HO	15	9	28	19	40	0.5	8	465	\$57,660		
Purple	Taunton	WDP	6	14	28	30	15	2	12	3,012	\$373,488	2	\$1,009,484
		WDO	13	14	28	30	30	1	13	3,263	\$404,612		
		SAT	18	14	28	30	30	1	18	936	\$116,064		
		SUN/HO	15	14	28	30	30	1	15	930	\$115,320		
Dark Blue	Whites	WDP	6	14	28	30	15	2	12	3,012	\$373,488	2	\$1,009,484
		WDO	13	14	28	30	30	1	13	3,263	\$404,612		
		SAT	18	14	28	30	30	1	18	936	\$116,064		
		SUN/HO	15	14	28	30	30	1	15	930	\$115,320		
Red	Rossland	WDP	6	19	29	39	20	2	12	3,012	\$372,886	2	\$1,007,856
		WDO	13	19	29	39	40	1	13	3,263	\$403,959		
		SAT	18	19	29	39	40	1	18	936	\$115,877		
		SUN/HO	15	19	29	39	40	1	15	930	\$115,134		
Magenta	Northwest 24	WDP	6	14	28	30	30	1	6	1,506	\$186,443	1	\$503,928
		WDO	13	14	28	30	60	0.5	7	1,632	\$201,980		
		SAT	18	14	28	30	60	0.5	9	468	\$57,938		
		SUN/HO	15	14	28	30	60	0.5	8	465	\$57,567		
Orange	Whitevale	WDP	6	20	28	43	15	3	18	4,518	\$559,328	3	\$1,829,269
		WDO	13	20	28	43	30	2	26	6,526	\$807,919		
		SAT	18	20	28	43	30	2	36	1,872	\$231,754		
		SUN/HO	15	20	28	43	30	2	30	1,860	\$230,268		
04-Jun-14	Total Hrs/Year									47,340	11	5,864,763	



Elizabeth Paudel

From: Colleen Goodchild <Colleen.Goodchild@durham.ca>
Sent: Thursday, February 12, 2015 9:00 AM
To: amy.munn@parsons.com
Cc: Amanda Spencer; Doug Robertson; Paul Gee; David Gooding; Christopher Norris; Chris Leitch; Donald Yu
Subject: 407 Transitway
Attachments: DOC020315-02032015105338.pdf; DOC020315-02032015105800.pdf

Amy,



Thank you for the opportunity to provide comments on the 407 Transitway Study from East of Kennedy Road to Brock Road. Regional staff have attended three meetings over the course of January 2015 and provided the Project Team with verbal comments; however, we wanted to also provide some written comments at this stage in the study.

General comments

- Parsons is encouraged to contact Paul Turner of GHD who is the lead consultant for the Seaton Local/Collector Roads Environmental Assessment. The access locations for each of the stations may impact their study.
- Each of the stations should include transit passenger amenities as the stations when first built will become terminuses for local transit service. Provisions for new bus technology should also be provided.
- Station layouts should avoid mixed traffic of buses and personal vehicles, by providing bus only access, and usage of proper turning movements.
- Station layouts should consider the potential for carpool lots to open as an interim step and therefore be designed in a way to facilitate the interim condition and minimize reconstruction disruptions at a later date (as done for Brock).
- Please provide the ridership demand study, as discussed at our January meetings.

York-Durham Line

- This station should be protected for the longer-term horizon and potential access to Rouge National Park to be serviced by Park shuttle buses to main entry points. It is not anticipated that Durham Region Transit would service this station for commuter traffic.

Whites Road Station

- The proposed access configuration is acceptable in concept, but a more detailed assessment is needed to confirm that the proposed entrances and intersection geometry are appropriate. If the Whites Road entrance is for buses only as indicated on the preferred site layout drawing, the station site should be reconfigured to prevent public access via this route.

- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Whites Road station.

Rossland Road Station

- This station should continue to be protected for the longer-term horizon. Once the Pickering Airport lands develop, this station will provide a key connection to transit to access these lands.
- The proposed signalized access on Rossland Road does not comply with Regional traffic signal spacing standards and would compromise signal coordination through this area. A more detailed assessment of all access options is needed before selection of the preferred access configuration. The assessment should include the potential for an unsignalized $\frac{3}{4}$ access on Rossland Road (right-in/left-in/right-out).
- The Region's trunk sanitary and watermain alignment will be in close proximity to the preferred Rossland Road Station (station structure). This should be further examined. Once more design information is available, a future meeting with the Works Environmental Services division is recommended to discuss the subject (see attached PDFs illustrating alignment).

Brock Road Station

- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Brock Road station.
- Transition plans from the carpool lot and bus bay design that is being developed under a separate study should be included in the Preliminary Design.

If you require any clarification regarding the above, please contact me.

Regards,

C.

Colleen Goodchild, MCIP RPP
Senior Planner
Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Phone: 905-668-4113 ext. 2580

Fax: 905-666-6208

Email: colleen.goodchild@durham.ca

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Elizabeth Paudel

From: Amy Munn <Amy.Munn@parsons.com>
Sent: Monday, February 23, 2015 3:25 PM
To: Colleen Goodchild; amy.munn@parsons.com
Cc: Amanda Spencer; Doug Robertson; Paul Gee; David Gooding; Christopher Norris; Chris Leitch; Donald Yu; Gus Garron; Diczki, Tarita (MTO); Minnes, Robb (MTO)
Subject: RE: 407 Transitway
Attachments: Durham TRG#1 Comments & Responses.docx

Hi Colleen,

Please find attached responses to your comments.

Thanks,
Amy Munn

From: Colleen Goodchild [mailto:Colleen.Goodchild@durham.ca]
Sent: Thursday, February 12, 2015 9:00 AM
To: amy.munn@parsons.com
Cc: Amanda Spencer; Doug Robertson; Paul Gee; David Gooding; Christopher Norris; Chris Leitch; Donald Yu
Subject: 407 Transitway

Amy,

Thank you for the opportunity to provide comments on the 407 Transitway Study from East of Kennedy Road to Brock Road. Regional staff have attended three meetings over the course of January 2015 and provided the Project Team with verbal comments; however, we wanted to also provide some written comments at this stage in the study.

General comments

- Parsons is encouraged to contact Paul Turner of GHD who is the lead consultant for the Seaton Local/Collector Roads Environmental Assessment. The access locations for each of the stations may impact their study.
- Each of the stations should include transit passenger amenities as the stations when first built will become terminuses for local transit service. Provisions for new bus technology should also be provided.
- Station layouts should avoid mixed traffic of buses and personal vehicles, by providing bus only access, and usage of proper turning movements.
- Station layouts should consider the potential for carpool lots to open as an interim step and therefore be designed in a way to facilitate the interim condition and minimize reconstruction disruptions at a later date (as done for Brock).
- Please provide the ridership demand study, as discussed at our January meetings.

York-Durham Line

- This station should be protected for the longer-term horizon and potential access to Rouge National Park to be serviced by Park shuttle buses to main entry points. It is not anticipated that Durham Region Transit would service this station for commuter traffic.

Whites Road Station

- The proposed access configuration is acceptable in concept, but a more detailed assessment is needed to confirm that the proposed entrances and intersection geometry are appropriate. If the Whites Road entrance is for buses only as indicated on the preferred site layout drawing, the station site should be reconfigured to prevent public access via this route.
- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Whites Road station.

Rossland Road Station

- This station should continue to be protected for the longer-term horizon. Once the Pickering Airport lands develop, this station will provide a key connection to transit to access these lands.
- The proposed signalized access on Rossland Road does not comply with Regional traffic signal spacing standards and would compromise signal coordination through this area. A more detailed assessment of all access options is needed before selection of the preferred access configuration. The assessment should include the potential for an unsignalized $\frac{3}{4}$ access on Rossland Road (right-in/left-in/right-out).
- The Region's trunk sanitary and watermain alignment will be in close proximity to the preferred Rossland Road Station (station structure). This should be further examined. Once more design information is available, a future meeting with the Works Environmental Services division is recommended to discuss the subject (see attached PDFs illustrating alignment).

Brock Road Station

- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Brock Road station.
- Transition plans from the carpool lot and bus bay design that is being developed under a separate study should be included in the Preliminary Design.

If you require any clarification regarding the above, please contact me.

Regards,

C.

Colleen Goodchild, MCIP RPP
Senior Planner
Planning and Economic Development Department

DURHAM TRG #1 COMMENTS AND RESPONSES

General comments

- Parsons is encouraged to contact Paul Turner of GHD who is the lead consultant for the Seaton Local/Collector Roads Environmental Assessment. The access locations for each of the stations may impact their study.
Paul Turner has been contacted and the preliminary station site options and station layouts have been sent to him for comment. We are expecting to receive his latest plans to incorporate into our design.
- Each of the stations should include transit passenger amenities as the stations when first built will become terminuses for local transit service. Provisions for new bus technology should also be provided.
This will be included in the EA Report and in the Preliminary Design Report.
- Station layouts should avoid mixed traffic of buses and personal vehicles, by providing bus only access, and usage of proper turning movements.
Same as above
- Station layouts should consider the potential for carpool lots to open as an interim step and therefore be designed in a way to facilitate the interim condition and minimize reconstruction disruptions at a later date (as done for Brock).
Stations will be design to the ultimate Transitway configuration, including the accesses, in this study. Use of these sites for interim carpool and Park n' Ride facilities will be considered and designed as the need arises with due consideration to reconfigure to the ultimate design.
- Please provide the ridership demand study, as discussed at our January meetings.
We will distribute once the report is finalized.

York-Durham Line

- This station should be protected for the longer-term horizon and potential access to Rouge National Park to be serviced by Park shuttle buses to main entry points. It is not anticipated that Durham Region Transit would service this station for commuter traffic.
As discussed, this site will not be protected for a commuter station as ridership forecast figures and future development do not justify it. The site may be protected for environmental compensation needs and/or RNP service. Parks Canada will be consulted regarding Rouge Park access possibilities.

Whites Road Station

- The proposed access configuration is acceptable in concept, but a more detailed assessment is needed to confirm that the proposed entrances and intersection geometry are appropriate. If the Whites Road entrance is for buses only as

indicated on the preferred site layout drawing, the station site should be reconfigured to prevent public access via this route.

At this time, the current layouts are preliminary concepts only. The EA will address more detailed access issues and other relevant matters after a traffic study is undertaken.

- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Whites Road station.
Noted.

Rossland Road Station

- This station should continue to be protected for the longer-term horizon. Once the Pickering Airport lands develop, this station will provide a key connection to transit to access these lands.
As mentioned, the site will be protected.
- The proposed signalized access on Rossland Road does not comply with Regional traffic signal spacing standards and would compromise signal coordination through this area. A more detailed assessment of all access options is needed before selection of the preferred access configuration. The assessment should include the potential for an unsignalized $\frac{3}{4}$ access on Rossland Road (right-in/left-in/right-out).
We are proposing this site for a temporary bus garage and the access will be assessed in detail during the traffic study to be done as part of this EA.
- The Region's trunk sanitary and watermain alignment will be in close proximity to the preferred Rossland Road Station (station structure). This should be further examined. Once more design information is available, a future meeting with the Works Environmental Services division is recommended to discuss the subject (see attached PDFs illustrating alignment).
The referred to municipal services will be considered in the layout and preliminary design of proposed facility.

Brock Road Station

- As Seaton develops, Durham Region Transit anticipates high demand for transit services utilizing the Brock Road station.
Understood.
- Transition plans from the carpool lot and bus bay design that is being developed under a separate study should be included in the Preliminary Design.
Yes, it will be recognised as well as the ultimate station layout developed for the EA and PD.



May 31, 2016

Amy Munn, P.Eng.
Project Engineer - Rail & Transit Systems,
Parsons Transportation Group
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9

The Regional
Municipality
of Durham

Planning and Economic
Development Department

Planning Division

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Email: planning@durham.ca

www.durham.ca

Brian Bridgeman, MCIP, RPP
Commissioner of Planning
and Economic Development

Re: Draft Environmental Project Report – 407 Transitway Kennedy Road to Brock Road

Dear Ms. Munn:

Thank you for the opportunity to comment on the Draft Environmental Project Report for the 407 Transitway – Kennedy Road to Brock Road.

We have the following comments on the report for your consideration:

Section 1.5.4 Related Provincial and Regional Transportation Studies/Projects/Topics

The Region's Central Pickering Development Plan Class EA for Regional Services, completed in June 2014, should be included as a related study for the 407 Transitway project. The description of this study should highlight the importance of this study to implement the Seaton Community in terms of establishing Regional road alignments, cross-sections and transit considerations, along with the provision of sanitary sewer and water services.

Section 3.2.1 Land Use Planning Policies, City of Pickering Official Plan

It is our understanding that the by-pass is proposed to be deleted through the City of Pickering's Official Plan Review. Further, the Region of Durham has no plans to construct a by-pass for Altona Road at the west end of Whitevale. Please verify the intent of this policy with Pickering staff as we feel it is out of date.

In addition, one point of correction is that Amendment 1 to the CPDP set the population forecasts of 61,000 and 30,500 jobs for Seaton by 2031, with an ultimate population of 70,000 and 35,000 jobs.

"Service Excellence
for our Communities"

If this information is required in an accessible format, please contact Planning Reception at 1-800-372-1102, extension 2551.

Section 4.3.3 Evaluation of Station Sites

MTO prepared a Functional Planning Study for Two New Interchanges Supporting the Seaton Lands' Development in December 2009. Following the preparation of that study, MTO, the Region, the Seaton Landowners Group, and 407 ETR worked towards establishing locations for the Whites Road Extension (Sideline 26) and Rossland Road Extension (Sideline 22) interchanges in 2010. The locations of these interchanges established a "tie-in" point for identifying road alignment alternatives for the Whites Road and Rossland Road extensions as part of the Region's [Central Pickering Development Plan \(CPDP\) Class EA](#) for Regional Services study. As part of MTO's work in establishing the interchange locations, and the Region's work in evaluating alignment alternatives, consideration of the feasibility and potential locations or "footprints" for the 407 Transitway stations was taken into account, including a general assessment of environmental and archaeological constraints. As such, a general footprint for the Rossland Road Extension location was identified at the southwest quadrant of the interchange, which has been carried forward and refined as part of the Highway 407 Transitway study.

The Central Pickering Development Plan and the City of Pickering's Seaton Conformity Amendment (OPA 22 to the Pickering Official Plan) have policies in place to help establish Seaton as a "transit first" community, which means that transit services are to be provided as development progresses in order to establish transit as a viable alternative to the automobile. As such, these studies have identified the 407 Transitway stations as important locations for transit connections between GO Bus and municipal transit services (e.g., DRT and VIVA), both in advance of the 407 Transitway being constructed and afterwards.

The Memorandum of Understanding (MOU) between the Region, Seaton Landowners Group and Infrastructure Ontario identifies the construction of the Whites Road Extension interchange at Highway 407 to support Phase 1 development of Seaton in 2018 (with detailed design soon underway), and Rossland Road Extension for subsequent development phase(s). As noted in the MOU, a Rossland Road Extension interchange on Highway 407 could be constructed as early as 2028. Further, the Region's Fiscal Impact Study for Seaton, the Staged Servicing and Implementation Strategy (SSIS) prepared by the Seaton Landowners Group, and the Region's recently completed Five Year Transit Service Strategy (February 2016) all propose future transit service on the Rossland Road extension to Highway 7 serving the Seaton community when it is substantially developed.

With these factors in mind, a transitway station location at the Rossland Road Extension interchange should be protected for and is feasible in the long-term. While the proposal for a bus maintenance facility at this location on an interim basis would not preclude the opportunity for a future transitway station, using the lands for environmental mitigation would likely remove that opportunity. Therefore, we prefer the option to protect for a transitway station at this site, which would better achieve the policy objectives for the Seaton Community to support the provision of transit commensurate with population and employment growth as the community matures.

In terms of the evaluation, it should take into consideration future planned transit routes on Rossland Road, as well as the proximity of future development in Seaton to the transitway station.

Section 3.4.6.3 Recommendations – For the Future Background Conditions (No Transitway) for Brock Road

The 1st paragraph notes that the future widening of Brock Road to six-lanes is “under consideration by Durham Region.” In fact, the status of this widening is approved under the CPDP Class EA for Regional Services as a six-lane cross-section, with curbside HOV lanes. The recommendation to use all six-lanes as general purpose lanes, if the 407 Transitway is not constructed by 2031, is not consistent with the modelling undertaken as part of the CPDP EA as it did not assume the transitway being in place either. Further, the pedestrian crossing phase at Street 20H is important for the development of Neighbourhood 20 as it would be the only pedestrian crossing between Whitevale Road and the East-West Residential Collector adjacent to the Brock Road Transitway station.

Please advise me if you have any questions on the above comments. You can reach me at 905-668-7711 ext. 2566 or at anthony.caruso@durham.ca

Sincerely,

Original signed by

Anthony Caruso

Anthony Caruso, Senior Planner
Transportation Planning

cc.

Prasenjit Roy, Manager, Transportation Planning

Christopher Norris, Durham Region Transit

Doug Robertson, Works – Transportation Infrastructure

Paul Gee, Works – Transportation Design

Amanda Spencer, Works – Traffic Engineering and Operations

October 14th, 2016

Anthony Caruso
Senior Planner, Transportation Planning, Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Anthony,

Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the Regional Municipality of Durham comments which were received on May 31st, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,



Please see Chapter 8, Table 8.2
for details on comments and responses

Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road



November 10, 2016

Holly Kerslake
Rail & Transit Systems, Parsons Transportation Group
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9

Re: 407 Transitway EA Comments from Durham Region

Dear Ms. Kerslake:

Thank you for the opportunity to comment on the Draft Environmental Project Report (EPR) for the 407 Transitway – Kennedy Road to Brock Road.

We appreciate that our initial feedback was well received and most of our comments were incorporated in order to advance this project.

We are writing to you in regards to the comments on the Rossland Road Station. The Region strongly feels that continuing to state that this station area could be used for “environmental compensation” does not ensure that the site for a future transit station can be protected at this location. While we recognize there may not be a need for a station in the short term, in the long term, and through the Region’s own analysis as part of the environmental assessment study to support the development of the Seaton Community (70,000 people and 35,000 jobs), the site has potential to be an important transit node for the entire system. As such, an interim use should not preclude the future construction of a station, and this should be clearly stated in the EPR.

Please advise me if you have any questions on the above comments. You can reach me at 905-668-7711 ext. 2566 or at anthony.caruso@durham.ca

Sincerely,

Original Signed by

Anthony Caruso

Anthony Caruso, Senior Planner
Transportation Planning

cc: Doug Robertson, Works Department
Paul Gee, Works Department
Amanda Spencer, Works Department

The Regional
Municipality
of Durham

Planning and Economic
Development Department

Planning Division

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Brian Bridgeman, MCIP, RPP
Commissioner of Planning
and Economic Development

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If this information is required in an accessible format, please contact Planning Reception at 1-800-372-1102, extension 2551.

Sowel Kang

Subject: UH#Jhvsrqvnh#r#Gudiw#73:#Nudqviz d|#ID#Frp p hqw#DG xukdp #Jhj lrq#

From: Kerlake, Holly

Sent: Tuesday, December 06, 2016 12:08 PM

To: Anthony Caruso <Anthony.Caruso@durham.ca>

Cc: Doug Robertson <Doug.Robertson@Durham.ca>; Paul Gee <Paul.Gee@Durham.ca>; Amanda Spencer <Amanda.Spencer@Durham.ca>; Prasenjit Roy <Prasenjit.Roy@Durham.ca>; Garron, Gus <Gus.Garron@parsons.com>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>

Subject: RE: Response to Draft 407 Transitway EA Comments - Durham Region

Hi Anthony,

Sorry for the delayed response. As you recognize, aside of environmental constraints at the potential site and surroundings, the ridership analysis based on forecast figures and municipal and regional transportation and land use plans (including Seaton Development), do not justify a station at this location. MTO is protecting this site primarily for environmental compensation, without excluding other potential uses in the future, as being stated in the EPR. However, if any kind of infrastructure is proposed in the future at the protected site, an addendum to the TPAP will likely be required by MOECC.

Please give me a call if you have any questions or concerns.

Holly

Holly Kerlake

Desk : +1 905.943.0446

Cell : + 647.467.8379

From: Anthony Caruso [<mailto:Anthony.Caruso@durham.ca>]

Sent: Thursday, November 10, 2016 3:52 PM

To: Kerlake, Holly <Holly.Kerlake@parsons.com>

Cc: Doug Robertson <Doug.Robertson@Durham.ca>; Paul Gee <Paul.Gee@Durham.ca>; Amanda Spencer <Amanda.Spencer@Durham.ca>; Prasenjit Roy <Prasenjit.Roy@Durham.ca>

Subject: Response to Draft 407 Transitway EA Comments - Durham Region

Hi Holly,

Please find attached Durham Region's response to the Comment Response Log we received from your office on October 14, 2016 regarding 407 EA Transitway comments.

We look forward to working with you and advancing this work in the future.

Kind regards,

Anthony

Anthony Caruso

Senior Planner, Transportation Planning

Planning and Economic Development Department

Regional Municipality of Durham

605 Rossland Road East, PO Box 623

Whitby, ON L1N 6A3

Phone: 905-668-4113 ext. 2566

Toll Free: 1-800-372-1102 ext. 2566

Fax: 905-666-6208

Email: anthony.caruso@durham.ca

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Ms. Catherine Rose
Chief Planner
City of Pickering
One The Esplanade
Pickering, Ontario
L1V 6K7

Update contact information if necessary

JEFF BROOKS
MANAGER, POLICY & GEOMATICS
CITY OF PICKERING
ONE THE ESPLANADE
PICKERING, ON L1V 6K7

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

I WILL BE THE KEY CONTACT FOR THE CITY, AND WILL ALSO BE THE CONTACT FOR THE TRANSPORTATION RESOURCE GROUP FOR THIS ~~INITIATIVE~~ INITIATIVE. PLEASE FORWARD ALL FUTURE CORRESPONDENCE TO MY ATTENTION. THANK YOU - JEFF

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com



Present:

Mayor Ryan

Councillors:

K. Ashe
I. Cumming
R. Johnson
B. McLean
J. O'Connell
D. Pickles

Also Present:

T. Prevedel - Chief Administrative Officer
P. Bigioni - Director, Corporate Services & City Solicitor
M. Carpino - Director, Culture & Recreation
J. Hagg - Fire Chief
R. Holborn - Director, Engineering & Public Works
T. Melymuk - Director, City Development
C. Grant - Chief Executive Officer, Library
S. Karwowski - Division Head, Finance & Treasurer
D. Shields - City Clerk
J. Halsall - Manager, Budgets & Internal Audit
L. Harker - (Acting) Supervisor, Legislative Services

(I) Invocation

Mayor Ryan called the meeting to order and led Council in the saying of the Invocation.

(II) Disclosure of Interest

No disclosures of interest were noted.

(III) Adoption of Minutes

Resolution #27/15

Moved by Councillor Johnson
Seconded by Councillor McLean

Council Meeting Minutes, February 23, 2015
Executive Committee Minutes, March 2, 2015

Planning & Development Committee Minutes, March 2, 2015
Executive (Budget) Committee Minutes, March 5, 2015

Carried

(IV) Delegations

1. Khaled El-Dalati, Vice President, Parsons
Re: 407 Transitway Planning/Preliminary Design
Environmental Assessment of Kennedy Road to Brock Road

Tarita Diczki, Ministry of Transportation and Khaled El-Dalati, Vice President, Parsons, appeared before Council to provide a presentation detailing the 407 Transitway Planning/Preliminary Design Environmental Assessment of Kennedy Road to Brock Road. Mr. El-Dalati provided an overview of the project background, ridership forecasts, and the project schedule, noting that they are currently in the assessment of preferred sites phase. He also noted that 2015 will include an environmental field investigation and that they are investigating station alternatives and preferred site locations.

A question and answer period ensued regarding bike lanes, commuter parking and open houses for residents. Mr. El-Dalati noted that at this time two transit stations had been included for Pickering, one at Whites Road and another on Brock Road.

2. Brian McGee, Senior VP, Pickering Nuclear
Laurie Swami, Senior VP, Decommissioning and Waste
Ontario Power Generation
Re: Update on Pickering Nuclear

Brian McGee, Senior VP, Pickering Nuclear and Laurie Swami, Senior VP, Decommissioning and Waste, Ontario Power Generation, appeared before Council to provide an update on the Pickering Nuclear Plant. Mr. McGee provided an overview of the highlights from 2014, including an \$811 million net income and achieving OPG's best safety record since 1999. Plans for 2015 include continued focus on safety and quality culture, an international peer review and a draft station decommissioning strategy. Ms. Swami provided an overview of the planning for end of commercial operations for the plant, which is slated for 2020. Key milestones include examining the broad impact of the shutdown, including effects on employees, community, economic impact and plans for the repurposing of the site.

A question and answer period ensued regarding the repurposing of the site, including questions about the phased approach to the use of lands and community involvement in committees.

3. Derek Richmond
Re: Corr. 08-15
Canada Post Elimination of Home Delivery Services

Derek Richmond, representing Canada postal workers union, appeared before Council to urge Council to endorse Corr. 08-15, which requests that Canada Post not eliminate home delivery services. Mr. Richmond noted that the decision for the use of community mailboxes appears to have been made in haste and that he believes the negative impacts include the reduction in property values, increased graffiti, safety concerns and accessibility issues.

(V) Correspondence

1. Corr. 08-15
Michael Graves, Clerk
Town of Ingersoll
130 Oxford Street
Ingersoll, ON N5C 2V5

Resolution #28/15

Moved by Councillor O'Connell
Seconded by Councillor Cumming

That Corr. 08-15 received from Michael Graves, Clerk, Town of Ingersoll, seeking Council support of their opposition to the Canada Post Corporation eliminating home delivery service, which was adopted at their meeting of February 9, 2015, be endorsed.

Carried on a Recorded
Vote as Follows

Yes
Councillor O'Connell
Councillor Pickles
Councillor Ashe
Councillor Cumming
Councillor McLean
Mayor Ryan

No
Councillor Johnson

(VI) Committee Reports

Planning & Development Committee Reports

1. Director, City Development, Report PLN 01-15
Invitation to Participate in ISO 37120: “Sustainable Development of
Communities – Indicators for City Services and Quality of Life”
World Council on City Data A new global standard on City Indicators

Council Decision

1. That Report PLN 01-15 of the Director, City Development regarding the ISO 37120 Indicators for City Services and Quality of Life certification program, be received;
2. That staff be authorized to further investigate the feasibility, resource and financial implications of participating in ISO 37120, and report back in the fall of 2015; and
3. Further, that a copy of Report PLN 01-15 be forwarded to Global City Indicators Facility and the World Council on City Data.

Resolution #29/15

Moved by Councillor Pickles
Seconded by Councillor McLean

That Report 2015-02 of the Planning & Development Committee meeting held on March 2, 2015 be adopted.

Carried

Executive Committee Reports

1. Director, Culture & Recreation, Report CR 01-15
Age-Friendly Community Planning Grant
-Endorsement of City of Pickering Application

Council Decision

1. That Report CR 01-15 of the Director, Culture & Recreation regarding the Age-Friendly Community Planning Grant be received;
2. That Council authorize staff to initiate the Age Friendly Community Planning Grant program as outlined in the City of Pickering application attached, subject to the receipt of provincial funds under Ontario Seniors’ Secretariat Age-Friendly Community Planning Grant; and
3. That the appropriate City of Pickering officials be authorized to take necessary action to give effect hereto.

2. Director, Culture & Recreation, Report CR 02-15
The Claremont Lions Club
-Management Agreement Renewal

Council Decision

1. That Report CR 02-15 be received by Council;
 2. That the Mayor and City Clerk be authorized to execute a management agreement renewal to which the Claremont Lions Club will be permitted to continue to provide certain management services to the City at the Claremont Community Centre from April 1, 2015 to March 31, 2020, that is in a form and substance acceptable to the Director, Culture & Recreation and the Director, Corporate Services & City Solicitor; and
 3. That the appropriate officials of the City of Pickering be authorized to take the necessary action to give effect thereto.
3. Director, Corporate Services & City Solicitor, Report FIN 04-15
Section 357/358 of the *Municipal Act* – Adjustment to Taxes

Council Decision

1. That Report FIN 04-15 of the Director, Corporate Services & City Solicitor be received;
 2. That the write-off of taxes as provided for under Sections 357/358 of the *Municipal Act*, 2001 be approved; and
 3. That the appropriate officials of the City of Pickering be authorized to take the necessary action to give effect hereto.
4. Director, Corporate Services & City Solicitor, Report FIN 05-15
Commodity Price Hedging Agreements Report

Council Decision

It is recommended that Report FIN 05-15 from the Director, Corporate Services & City Solicitor regarding commodity price hedging agreements be received for information.

5. Director, Corporate Services & City Solicitor, Report FIN 06-15
Statement of the Treasurer Respecting 2014 Remuneration and Expenses of Members of Council and Council Appointees to Boards, Agencies and Committees

Council Decision

It is recommended that Report FIN 06-15 of the Director, Corporate Services & City Solicitor regarding the Statement of the Treasurer respecting Remuneration and Expenses of Members of Council and Council Appointees for the year 2014 be received for information.

Resolution #30/15

Moved by Councillor Pickles
Seconded by Councillor McLean

That Report 2015-03 of the Executive Committee meeting held on March 2, 2015 be adopted.

Carried

(VII) New and Unfinished Business

1. Director, Engineering & Public Works, Report ENG 04-15
Tender for Streetlight Maintenance and Electrical Locates
-Tender No. T-1-2015

A brief question and answer period ensued regarding types of lighting and costs.

Resolution #31/15

Moved by Councillor Ashe
Seconded by Councillor Cumming

1. That Report ENG 04-15 of the Director, Engineering & Public Works regarding Tender No. T-1-2015 for Streetlight Maintenance and Electrical Locates be received;
2. That Tender T-1-2015 as submitted by Langley Utilities Contracting Ltd. in the total tendered amount of \$1,262,471.03 (HST included) with a net project cost of \$1,136,894.27 (net of GST rebate) be approved for the three period from April 1 2015 to February 28, 2018, subject to the annual review by the Director, Engineering & Public Works, and extension to the contract by the Manager, Supply & Services;
3. That the appropriate City of Pickering officials be given authority to give effect hereto.

Carried

2. Director, Corporate Services & City Solicitor, Report FIN 07-15
2015 Current Budget and Financial Statements
Excluded Expenses Reporting as Required by Ontario Regulation 284/09

Resolution #32/15

Moved by Councillor Pickles
Seconded by Councillor O'Connell

1. That Report FIN 07-15 of the Director, Corporate Services & City Solicitor be received; and,
2. That Report FIN 07-15 of the Director, Corporate Services & City Solicitor regarding the exclusion of certain expenses from the 2015 Budget be adopted in accordance with the provisions of Ontario Regulation 284/09 of the *Municipal Act, 2001*.

Carried

3. Director, Corporate Services & City Solicitor, Report FIN 08-15
2015 Current and Capital Budget

Resolution #33/15

Moved by Councillor Johnson
Seconded by Councillor Pickles

1. That Report FIN 08-15 of the Director, Corporate Services & City Solicitor be approved; and,
 - a) That the 2015 Current Budget expenditure for personnel costs, consisting of salaries and wages (Account 1100), overtime (Account 1200) and employer contributions (Account 1400), in the total amount of \$50,019,247 be approved;
 - b) That the 2015 Gross Current Budget expenditures for City purposes in the amount of \$34,628,981 (excluding personnel expenditures) less estimated current revenues of \$29,247,752 (City Revenues of \$28,598,752 plus \$449,000 for assessment growth plus supplementary taxes of \$200,000) and net transfer from the Rate Stabilization Reserve of \$1,639,963 for City operations be approved;
 - c) That the Capital from Current expenditure in the amount of \$1,043,100 funded from property taxes be approved;

- d) That the total final City levy under paragraphs a), b) and c) above, plus an additional \$533,000 for the Roads and Bridges Special Levy, for a total final levy of \$55,336,613 being an increase of approximately 3.79% over the 2014 budget, be approved;
2. That the 2015 Capital Budget for the City of Pickering with a Gross Expenditure of \$22,059,853 be adopted as presented below:
- a) That the following capital financing sources be approved as presented in the 2015 Capital Budget:

Transfer from Current Fund to Capital Fund	\$1,043,100
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Transfers from Reserves:

- Rate Stabilization Reserve (7021)	4,512,500
- Vehicle Replacement Reserve (7040)	1,148,000
- Replacement Capital Reserve (7001)	245,375
- Rec. Complex Arena reserve (7036)	40,000
- Easement Settlement Reserve (7041)	20,000
- Dunbarton Pool Surcharge (7032)	10,000
- Provision for Eastern Branch Library Res (7042)	5,000

Transfers from Reserve Funds:

- Operations Centre (7708)	1,725,474
- Development Charges (7605 to 7621)	1,625,768
- Federal Gas Tax Funds (7505)	881,000
- City Share Dev. Charges Projects (7022)	726,296
- Roads and Bridges (7709)	682,000
- Parkland Development (7502)	227,500
- Third Party Contribution (7501)	209,400
- Building Permit Stabilization (7506)	95,000

Debt - 5 yr	677,000
Debt - 10 yr	2,730,500
Internal Loan - 5 yr	1,200,000
Internal Loan - 10 yr	653,334

York Region Funding Agreement	2,260,000
Federal Grant - Small Communities Fund	331,470
Federal Grant - Other	213,333
Provincial Grant - Small Communities Fund	331,470

Provincial Grant - Ontario Communities Infrastructure Fund	198,000
Provincial Grant - Invest in Ontario	40,000
Provincial Grant - Other	213,333
Donations	15,000
Total	<u>\$22,059,853</u>

- b) That total external debt financed by property taxes of \$3,407,500 for the projects identified in the 2015 Capital Budget, and as indicated in this report, in the amount of \$677,000 for a period not to exceed 5 years and \$2,730,500 for a period not to exceed 10 years be approved;
- c) That the Division Head, Finance & Treasurer, be authorized to borrow additional external debt of \$1,105,312 for a total of \$9,791,320 (for a period not to exceed 20 years) and that these dollars be used to fund the shortfall in the Development Charges Reserve Fund – Operations Centre component and that these funds be applied to the construction of the new Operations Centre;
- d) That the internal loans in the amount of \$1,853,334 be undertaken at the discretion of the Division Head, Finance & Treasurer;
- e) That projects identified in the 2015 Capital Budget as being financed through the issuance of debt be subject to additional, specific approval of the expenditure and the financing by Council;
- f) That any debt repayment, interest or financing provisions contained in the annual Current Operating Budget not used in the current year's payments requirements may, at the discretion of the Division Head, Finance & Treasurer, be used to apply towards additional principal repayment, outstanding loan or debt charges or to reduce debt, internal loans or any other amounts to be financed;
- g) That all Capital expenditures or portions thereof approved in the 2015 Capital Budget to be financed through the issuance of debt may, at the discretion of the Division Head, Finance & Treasurer, be financed through internal loans, current or capital funds or a combination thereof;
- h) That the Division Head, Finance & Treasurer, be authorized to make draws from Reserve and Reserve Funds for projects included in the approved capital budget up to the amount approved;
- i) That the Division Head, Finance & Treasurer be authorized at his discretion to apply any excess funds obtained through the issuance of

debentures as provided for under Section 413 of the *Municipal Act, 2001* as amended;

- j) That Council authorize the additional capital expenditure not to exceed \$725,000 (not included in Recommendation 2a) for the reconstruction and urbanization of Park Crescent west of Cliffview Road based on the following financing and conditions:
 - i. That 50% of the project's capital cost be funded from the (7610) Reserve Fund DC – Roads;
 - ii. That 50% of the project's capital cost be funded from the (7501) Third Party Contribution Reserve Fund and that the project only proceed after the City has received the developer's full financial contribution; and
 - iii. That the Director, Engineering & Public Works be directed to undertake further cost reductions and cost sharing calculations through discussions with the developer and report back to Council if no further reductions are achieved;
 - iv. That the Development Charge project RU-6 Sideline 14 (from Highway 7 to Seventh Concession Road) identified in the 2013 DC Study be deferred to the next DC Study.
 - k) That Council authorize the Division Head Finance & Treasurer to transfer \$4,350,000 from the Operations Centre Reserve Fund to the Duffin Heights Reserve to fund the City's current and future commitments as reflected in the Duffin Heights Cost Sharing agreement and transfer to Rate Stabilization Reserve \$4,500,000; and
 - l) That Council authorize the Division Head & Treasurer to change the financing source from external debt to internal loans for the following two streetlight capital projects: Account (5325.1301.0000) and Account (5325.1302.0000);
3. That the Division Head, Finance & Treasurer be authorized to transfer:
- a) Any surplus current operating funds at year-end in excess of approximately \$125,000 in the following ratio: 25% to the Capital Equipment Reserve (7001), and 75% to the City Share DC Projects Reserve (7022);

-
- b) Any funds necessary from the Rate Stabilization Reserve in order to ensure that the Current Budget results in a year end surplus of no less than \$125,000;
 - c) Any surplus funds from the Emergency Operational Capital Needs Account (2901.0000.000) to the Facilities Reserve.
4. That the Division Head, Finance & Treasurer be authorized to make any changes or undertake any actions necessary, to ensure that the budget plan accommodates any reallocation of 2015 current operating expenditures and revenues resulting from any reorganization, to reflect any adjustment in taxes or tax rates due to Provincial tax policy changes and to address any funding shortfalls due to either the Payment-in-Lieu revenue estimate or from the Property Tax Write-off account (2134.0000.0000) by funding any shortfalls due to either a transfer from the Rate Stabilization Reserve or Contingency – Assessment Appeal Reserve;
 5. That the Division Head, Finance & Treasurer be authorized to use any under expenditures from projects funded from Reserves or Reserve Funds to fund over expenditures for approved projects funded from the same source(s);
 6. That the Division Head, Finance & Treasurer be authorized at his discretion to close any prior year's capital expenditure accounts and to first apply any excess funding from property taxes to any over expenditure in other accounts and to secondly transfer any remaining excess funding back to the original sources of funds;
 7. That Council approve the cancellation of the following approved capital projects:
 - a. Dunbarton Road Culvert (Account 5320.1417.0000)
 - b. Michell Bridge (Account 5320.1415.0000)
 - c. Westshore Neighbourhood Roads Restoration (Account 5320.1419.0000)
 8. That the Division Head, Finance & Treasurer be authorized at his discretion to close any consulting account expenditure and corresponding revenue source that is over three years from the original purchase order date of issuance;
 9. That the Division Head, Finance & Treasurer be authorized at his discretion to re-finance any capital expenditures that failed to meet the Federal Gas Tax reporting criteria from other sources including transfers of funds from reserves and reserve funds;
 10. That the Division Head, Finance & Treasurer be authorized to:

-
- a) Undertake transactions in the spot or forward (12 months or less) currency markets in order to effect United States dollar denominated expenditures in the Current or Capital Budgets;
 - b) Sign leases or rental agreements on the City's behalf for the provision of vehicles or equipment required for temporary use during periods of equipment breakdown or repair or during periods of increased need (e.g. inclement weather);
 - c) Restate the 2015 Current Operating, User Fees and Capital Budgets to reflect: (i) any Council changes made at the March 23rd Council meeting; (ii) any reorganization or personnel account changes (salary, benefits & overtime) that result from salary increases or negotiated labour settlements;
11. That Council approve the use of a surety bond, in a form satisfactory to the Division Head, Finance & Treasurer, as an acceptable form of security for subdivision agreements, site plan agreements and other municipal agreements of a similar nature.
 12. That the Division Head, Finance & Treasurer be authorized at his discretion to draw from the Winter Control Reserve to fund any current budget deficit as a result of higher than budget winter control costs;
 13. That Council pass the attached General Municipal Fees and Charges By-law and adopt the changed engineering fees for subdivision services inspection and development services inspection as revised below and incorporate the user fee schedule into the 2015 Current budget:
 - a) The subdivision development services inspection fee on page 30 of the 2015 user fee schedule is revised for projects of \$500,000 - \$1.5 million to a fee of 4.5%, for projects of \$1.5 million - \$5.0 million to a fee of 3.75% and for projects exceeding \$5.0 million to a fee of 3.50%.
 - b) The site plan development services inspection fee on page 30 of the 2015 user fee schedule is revised for projects of \$500,000 - \$1.5 million to a fee of 4.5%, for projects of \$1.5 million - \$5.0 million to a fee of 3.75% and for projects exceeding \$5.0 million to a fee of 3.50%;
 14. That the Division Head Finance & Treasurer be authorized to adjust, where appropriate, the per kilometre travel expense reimbursement rate during the year in order to maintain a reasonable level of reimbursement with any increase in cost being met from under expenditures in other accounts;

15. That Council approve the continuing engagement of the firm of Watson & Associates Economists Ltd. to be used for Development Charge issues and financial studies related to the City, Seaton and/or Duffin Heights;
16. That the Division Head, Finance & Treasurer be authorized to transfer any funds received from the sale of Duffin Heights lands in excess of total financial commitments to the Rate Stabilization Reserve;
17. That the Division Head, Finance & Treasurer be authorized to initiate or defend any assessment appeals necessary to protect the City's interests including the engagement of the firm Nixon Fleet & Poole LLP, Municipal Tax Advisor Group and the firm of Municipal Tax Equity Consultants;
18. That the Division Head, Finance & Treasurer be authorized at his discretion to transfer any green energy rebates and revenue associated with the Claremont solar roof rental project account (1530.2620.0000) to the Reserve for Sustainable Initiatives;
19. That the Golf simulator capital budget project (5731.1501.6178) in the amount of \$67,500 be subject to an additional expenditure approval by Council before the project proceeds and that the project be deemed cancelled if there is no Council approved expenditure by the end of 2015;
20. That the 2016 budget be developed with the following budget guidelines:
 - a) That a 1% budget levy increase for a contribution to the Roads and Bridges Reserve Fund be included in the 2016 Budget;
 - b) That the 2016 budget be developed based on the following principles in priority sequence: maintain service levels, maintain existing infrastructure, provide dedicated funding (special levies) for facilities and City Share DC;
21. That Council authorize the release of the the Kid's Safety Village grant of \$15,000 when the majority of other Durham Lakeshore Municipalities provide an identical grant amount;
22. That Council amend the Community Grant policy as follows:
 - a) Any organization's application shall be deemed as ineligible if the organization benefits from bingo funds;
 - b) Any organization's application shall be deemed as ineligible if the organization receives funds from United Way Durham;

- c) That the Division Head, Finance & Treasurer be authorized to recover any grant funds where either the event was cancelled or the original purpose is no longer valid;
 - d) That the timing of the issuance of the grant cheque be at the discretion of the Treasurer and that the Treasurer be granted the authority to allocate grant payments based on measureable milestone achievements;
 - e) That the grant application deadline date be changed from November 14, 2014 to September 25, 2015 to accommodate the 2016 Budget cycle;
 - f) That the grant amount be limited to \$3,000 for those organizations that have not previously received funds from the City.
23. That Council authorize the allocation of \$50,000 from the Emergency Operational Capital Needs account (2901.0000.0000) to fund possible IT infrastructure costs and that any expenditure be subject to additional Council approval;
24. That any unused funds in excess of \$1,000 for accessibility capital projects (6183) be transferred to the Reserve for Accessibility Initiatives; and,
25. That the appropriate staff of the City of Pickering be given authority take the necessary actions to give effect thereto.

Carried as Amended
Later in the meeting
(See following motions)

Resolution #34/15

Moved by Councillor Johnson
Seconded by Councillor Pickles

That Council authorize a reallocation of the Federal Gas Tax (FGT) funds from the new operations centre capital project only if the City is successful in obtaining the full Small Communities Fund grant and in such event that the FGT funds be applied to an additional capital road expenditure (\$2,200,000) for the reconstruction of Salem Road from the Fifth Concession Road to Highway 7 and that the Treasurer be authorized to finance this project at his discretion from the Reserve Fund DC-roads and Federal Gas Tax funds.

Carried

Resolution #35/15

Moved by Councillor McLean
Seconded by Councillor Cumming

That Recommendation #21 be amended to remove “when the majority of other Durham Lakeshore Municipalities provide an identical grant amount”, and reads as follows:

21. That Council authorize the release of the Kids’ Safety Village grant of \$15,000.

Carried

Resolution #36/15

Moved by Councillor O’Connell
Seconded by Councillor Ashe

That staff be directed to provide winter maintenance along the First Nations’ Waterfront Trail (Dyson to Beachpoint Promenade) at a cost of approximately \$60,000 in the 2015 Budget.

Motion Lost on a
Recorded Vote as follows

Yes
Councillor O’Connell
Councillor Ashe
Councillor Cumming

No
Councillor Pickles
Councillor Johnson
Councillor McLean
Mayor Ryan

The main motion, as amended, was then Carried unanimously on a recorded vote.

(VIII) By-laws

- 7408/15 Being a by-law to establish that part of Lot 30, Concession 1, designated as Part 7, Plan 40R-28582 and Block 141, Plan 40M-1418, as public highway.
- 7410/15 Being a by-law to amend Restricted Area (Zoning) By-law 2511, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, being Lot 20, Plan M89 (1283 Wharf Street), City of Pickering (A 4/15)

7411/15 Being a by-law to amend By-law No. 6191/03 to confirm General Municipal Fees.

7412/15 Being a by-law to amend Restricted Area (Zoning) By-law 3037, as amended, to implement the Official Plan of the City of Pickering, Region of Durham, being Block 13, 40M-2482, City of Pickering. (A 7/14)

Resolution #37/15

Moved by Councillor Cumming
Seconded by Councillor Pickles

That By-law Nos. 7408/15 and 7410/15 through 7412/15 be approved.

Carried

(IX) Confirmation By-law

By-law Number #7413/15

Councillor Johnson seconded by Councillor McLean moved for leave to introduce a By-law of the City of Pickering to confirm those proceedings of March 23, 2015.

Carried

(X) Adjournment

Moved by Councillor O'Connell
Seconded by Councillor McLean

That the meeting be adjourned at 8:50 pm.

Carried

Dated this 23rd day of March, 2015.

Mayor Ryan

Debbie Shields
City Clerk

Elizabeth Paudel

From: Brooks, Jeff <jbrooks@pickering.ca>
Sent: Monday, January 26, 2015 10:11 AM
To: 'Amy Munn'
Cc: Holborn, Richard; Gadzovski, Marilee; Pym, Ross; Rose, Catherine; 'chris.leitch@durham.ca'; 'Doug Robertson'
Subject: 407 Transitway Study - draft transit station locations

Hi Amy,

Further to our recent meeting, I met with staff of our Engineering and Public Works Department and I offer the following comments for your consideration:

Brock Road

- Staff have reviewed the transitway alternatives for Brock Road against the Seaton Master Environmental Servicing Plan Amendment (MESPA) and relevant Neighbourhood Functional Servicing and Stormwater Reports (NFSSRs) and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- The preferred location of the transitway station appears to preclude a secondary recreational trail and trail heads illustrated in Neighbourhood 20: Thompson's Corners Neighbourhood Plan. Steps should be undertaken to examine how the trail linkage and associated trailheads can be accommodated.
- It should be noted that no vehicular access to the Brock Station and parking lot will be provided from Old Brock Road.

Rossland Road

- Staff have reviewed the transitway alternatives for Rossland Road against the Seaton MESPA and relevant NFSSRs and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- Two alternatives were presented for the southwest alternative. While the Region would prefer a right-in, right-out solution along Rossland Road, this solution would result in an uncontrolled intersection at the future collector road. Given past experience at current GO stations, this solution would likely result in excessive queuing and delays for patrons exiting the parking area during the pm peak period. Further discussion should take place to examine a mutually agreeable solution.
- The preferred location of the parking facility for the transitway station does not appear to provide for a future secondary recreational trail and trailheads. This trail stretches along the south edge of the of future transitway station boundary shown in Neighbourhood 21: Pickering Innovation Corridor and Neighbourhood 19: Wilson Meadows. Steps should be undertaken to examine how the trail linkage and associated trailheads can be accommodated.

Whites Road

- Staff have reviewed the transitway alternatives for Whites Road against the Seaton MESPA and relevant NFSSRs and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- The southwest alternative illustrates an access to the proposed transitway station site from the future collector road. The proposed access is located along the curve of this road. As the EA study and detailed design progresses, the provision of adequate sight lines and the early implementation of signals need to be addressed.

General Comments

- Given that the transitway stations are located within an urban area, consideration should be given to minimizing the footprint of parking areas through the development of parking structures in the future. The study should examine the implementation and timing of parking structures at each of these locations.
- Although facilities for transit and other motorized vehicles are illustrated in the conceptual designs for each of the transit station sites, facilities for pedestrians and cyclists are not shown. Through EA study and detailed design, protected pedestrian and cycling access and facilities within each proposed station site should be provided.
- Opportunities for landscaping and screening should be identified to buffer mixed use and residential areas immediately adjacent to the proposed station sites.
- Through the EA process, consideration should be given to developing a Community Value Plan. Such a plan would identify opportunities for gateway locations/features and the integration of commemorative signage, consistent with the standards that have been developed for the 407 East Phase 1 undertaking and the Brock Road Commuter Lot location.
- Although the Central Pickering Development Plan allows for infrastructure within the Natural Heritage System (NHS), where the location is logical and no reasonable alternative exists, it appears that a greater amount of NHS lands are being used, than had previously been anticipated. This may be of a concern to TRCA, as linkage areas in the NHS may be impacted or cut off.
- The map legend needs to be reviewed and updated to clearly identify and illustrate the various map elements.

Regards,

Jeff

Jeff Brooks MCIP, RPP, AMCT

Manager, Policy and Geomatics | City Development Department

905.420.4660 ext. 2130 | 1.866.683.2760 | TTY 905.420.1739

jbrooks@pickering.ca



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**Executive Committee
Meeting Minutes
Monday, May 9, 2016
2:00 pm - Council Chambers
Chair: Councillor Brenner**

Present:

Councillors:

K. Ashe
M. Brenner
I. Cumming
R. Johnson
B. McLean
D. Pickles

Absent: Mayor Ryan

Also Present:

M. Carpino - (Acting) Chief Administrative Officer
P. Bigioni - Director, Corporate Services & City Solicitor
R. Holborn - Director, Engineering & Public Works
T. Melymuk - Director, City Development
J. Hagg - Fire Chief
C. Rose - Chief Planner
G. McGregor - Manager, Sustainability & Economic Development
D. Selsky - Manager, Capital Projects & Infrastructure
M. Gadzovski - Division Head, Water, Resources & Development Services
S. Karwowski - Division Head, Finance & Treasurer
D. Shields - City Clerk
N. Emery - Coordinator, Traffic Operations
L. Roberts - Committee Coordinator

(I) Disclosure of Interest

No disclosures of interest were noted.

(II) Delegations

1. Khaled El Dalati, Project Manager, Parsons Inc.
Re: 407 Transitway Project from Kennedy Road to Brock Road
Environmental Assessment (MTO Project) Preferred Solution

Khaled El Dalati, Vice-President, Parsons Inc. appeared before the Committee to provide an update with respect to the 407 Transitway Project from east of Kennedy Road to east of Brock Road, which would encompass five stations over 19 kilometres. Through the aid of a power point presentation, he outlined the project



**Executive Committee
Meeting Minutes
Monday, May 9, 2016
2:00 pm - Council Chambers
Chair: Councillor Brenner**

schedule timelines from May, 2014 through December, 2016. He outlined the preferred alternative routes and station layouts at the Whites Road, Brock Road and Rossland Road stations.

Moved by Councillor Ashe
Seconded by Councillor Pickles

That the rules of procedure be suspended in order to allow the delegation an additional five minutes.

Carried

Mr. El Dalati continued his presentation by providing an overview of the findings of the environmental studies conducted, noting a cultural heritage feature was identified at the Brock Road Station, stating that a heritage impact assessment will be done. He concluded his presentation by outlining potential implementation strategies.

A question and answer period ensued with Mr. El Dalati and Graham DeRose, MTO, responding to questions raised. Members questioned plans for parking spaces, and the possibility of a parking garage to reduce the footprint, transit corridor expansion east of Brock Road, as well as timelines for the next section. Members also questioned what it would take to have better coordination between the Ministry of Transportation and Metrolinx to fast track the transitway to help clear up grid lock with the upcoming future development of the Seaton lands.

2. Judith Avis
Re: Report ENG 10-16
Proposed All-way Stop Control, Liverpool and Wharf Street

Judith Avis appeared before the Committee in support of an all-way stop at Liverpool and Wharf Street, stating she has road access onto Wharf Street. She noted that during summer months, the townhouse complex closes off one access to avoid additional parking in the area. She noted during this time, only one access route is being used, which feeds through Wharf Street and Liverpool. She also indicated that cycling in the area, the increase in traffic during dragon boat season as well as music nights and drag racing all contribute to the need for the all-way stop.

(III) Matters for Consideration

1. Director, Engineering & Public Works, Report ENG 08-16
Repair and Maintenance of Municipal Fences



**Executive Committee
Meeting Minutes
Monday, May 9, 2016
2:00 pm - Council Chambers
Chair: Councillor Brenner**

A brief discussion period ensued with staff being requested to look into the possibility of living walls to help reduce maintenance costs. Staff were also requested in going forward, to look into developing strategies which would clarify the responsibility for maintenance with homeowners backing on to Regional and City roads on future developments.

Moved by Councillor McLean
Seconded by Councillor Pickles

1. That Council direct staff to prepare an asset management plan and financial strategy for the maintenance, repair, and replacement of municipal fences in 2016 for Council consideration;
2. That funding be considered through the annual budget process in the Current Budget for the repair and maintenance of municipal fences along road allowances and other City lands;
3. That a funding strategy for City fence replacement be developed and implemented for future Capital Budgets based on the criteria of safety and structural condition;
4. That City of Pickering staff initiate discussion with Region of Durham staff on the responsibility and funding of maintenance, repair and replacement of noise attenuation and screen/privacy fences along Regional Roads;
5. That Council direct City Development and Engineering & Public Works staff to review the placement of fences in future developments, especially the Seaton Community in order to minimize future costs; and
6. That a copy of Report ENG 08-16 be forwarded to the Region of Durham for information.

Carried

2. Director, Engineering & Public Works, Report ENG 10-16
Proposed All-way Stop Control, Liverpool Road and Wharf Street

Moved by Councillor Cumming
Seconded by Councillor Pickles

1. That the attached draft by-law be enacted to amend Schedule "7" to By-law 6604/05 to provide for the regulation of stop signs on highways or parts of



**Executive Committee
Meeting Minutes
Monday, May 9, 2016
2:00 pm - Council Chambers
Chair: Councillor Brenner**

highways under the jurisdiction of The Corporation of the City of Pickering, specifically to address the proposed installation of an all-way stop control at the intersection of Liverpool Road and Wharf Street, and

2. That the appropriate officials of the City of Pickering be authorized to take the necessary actions as indicated in this report.

Carried

3. Director, Corporate Services & City Solicitor, Report FIN 07-16
Cash Position Report as at December 31, 2015

Moved by Councillor Pickles
Seconded by Councillor Johnson

That report FIN 07-16 from the Director, Corporate Services & City Solicitor be received for information.

Carried

4. Director, Corporate Services & City Solicitor, Report FIN 08-16
2016 Tax Rates and Final Tax Due Dates for all Realty Tax Classes,
Except for Commercial, Industrial and Multi-Residential Realty Classes

Moved by Councillor Pickles
Seconded by Councillor Johnson

1. That Report FIN 08-16 of the Director, Corporate Services & City Solicitor regarding the 2016 tax rates be received;
2. That the 2016 tax rates for the City of Pickering be approved as contained in Schedule A of the By-law attached hereto;
3. That the tax levy due dates for the Final Billing be June 28, 2016 and September 28, 2016 excluding the industrial, multi-residential and commercial realty tax classes;
4. That for the year 2016, the City shall levy upon designated Universities and Colleges an annual tax at the prescribed amount for each full-time student enrolled in the University or College, as determined by the Minister of Training, Colleges and Universities, payable on or after July 1st ;
5. That the attached By-law be approved;



**Executive Committee
Meeting Minutes
Monday, May 9, 2016
2:00 pm - Council Chambers
Chair: Councillor Brenner**

6. That the Division Head, Finance & Treasurer be authorized to make any changes or undertake any actions necessary to comply with Provincial regulations including altering due dates or final tax rates to ensure that the property tax billing process is completed; and,
7. That the appropriate City of Pickering officials be authorized to take the necessary actions to give effect thereto.

Carried

5. Director, Corporate Services & City Solicitor, Report FIN 09-16
Investment Portfolio Activity for the Year Ended December 31, 2015
Ontario Regulation 438/97 under the *Municipal Act, 2001*

Moved by Councillor Pickles
Seconded by Councillor Cumming

It is recommended that report FIN 09-16 of the Director, Corporate Services & City Solicitor regarding Investment Portfolio Activity for the Year Ended December 31, 2015 be received for information.

Carried

(V) Other Business

1. Councillor Ashe gave notice that he would be bringing forward a Notice of Motion at the May 16th Council meeting seeking financial support for the Fort McMurray Wildfires.
2. Councillor Pickles noted he has received a number of inquiries with respect to the amount of ongoing construction on various City roads and the resulting impact on traffic. He requested staff contact the Ministry of Transportation as well as the Region of Durham to request solutions through better coordination in order to improve traffic flow problems.

(VI) Adjournment

The meeting adjourned at 2:45 pm.

Sowel Kang

Subject: UH#73 : #Wdgvwz d | #D#d#w#r #Nhgqhg | #Jrdg#r#Eurf#Jrdg#D#G#d#w#SU#Fr p p hqw

From: Zahoor, Nadeem [mailto:nzahoor@pickering.ca]

Sent: Thursday, June 16, 2016 9:32 AM

To: Munn, Amy <Amy.Munn@parsons.com>

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Thank you Amy. I will check again.

Nadeem

From: Munn, Amy [mailto: Amy.Munn@parsons.com]

Sent: June-15-16 2:01 PM

To: Zahoor, Nadeem <nzahoor@pickering.ca>

Cc: Brooks, Jeff <jbrooks@pickering.ca>; Garron, Gus <Gus.Garron@parsons.com>

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Hi Nadeem,

Thanks for your comments.

In response to your comment about the Brock Road Traffic Study. The traffic studies for all stations are included in the Traffic appendix. You should be able to scroll to the end of the document and find the Brock Road report. If you have any problems please let me know.

Best,
Amy

From: "Zahoor, Nadeem" <nzahoor@pickering.ca>

Date: June 10, 2016 at 2:56:23 PM EDT

To: Amy Munn <Amy.Munn@parsons.com>

Cc: "Brooks, Jeff" <jbrooks@pickering.ca>

Subject: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Hi Amy,

I apologize for the lateness of our comments. Most of our comments don't change as they were not addressed in the draft EPR report. Please see below our comments for your consideration;

Brock Road

- Staff have reviewed the transitway alternatives for Brock Road against the Seaton Master Environmental Servicing Plan Amendment (MESPA) and relevant Neighbourhood Functional Servicing and Storm water Reports (NFSSRs) and found that there is no opportunity to share in a City SWM facility. As such, all

storm water will have to be dealt with onsite and will be privately owned and operated.

- The preferred location of the transitway station appears to preclude a secondary recreational trail and trail heads illustrated in Neighbourhood 20: Thompson's Corners Neighbourhood Plan. Steps should be undertaken to examine how the trail linkage and associated trailheads can be accommodated.
- The SWM facility maintenance road is to be relocated such that access is from the site, not street 1.
- The access to Old Brock Road (Elsa Story Avenue) to be considered in future after Elsa Story has been urbanized with development and when Transitway parking expansion is being considered.
- A traffic report was attached for Markham Road Transit Station with the Draft EPR. Can you also provide us with a Brock Road Transit Station traffic report?
- We like to let you know that South Employment Collector is currently under an EA study.

Whites Road

- Staff have reviewed the transitway alternatives for Whites Road against the Seaton MESPA and relevant NFSSRs and found that there is no opportunity to share in a City SWM facility. As such, all storm water will have to be dealt with onsite and will be privately owned and operated.
- The southwest alternative illustrates an access to the proposed transitway station site from the future collector road. The proposed access is located along the curve of this road. As the EA study and detailed design progresses, the provision of adequate sight lines and the early implementation of signals need to be addressed.
- A traffic report was attached for Markham Road Transit Station with the Draft EPR. Can you also provide us with a Brock Road Transit Station traffic report?
- We like to let you know that South Employment Collector is currently under an EA study.

General Comments

- Given that the transitway stations are located within an urban area, consideration should be given to minimizing the footprint of parking areas through the development of parking structures in the future. The study should examine the implementation and timing of parking structures at each of these locations.
- Although facilities for transit and other motorized vehicles are illustrated in the conceptual designs for each of the transit station sites, facilities for pedestrians and cyclists are not shown. Through EA study and detailed design, protected pedestrian and cycling access and facilities within each proposed station site should be provided.
- Opportunities for landscaping and screening should be identified to buffer mixed use and residential areas immediately adjacent to the proposed station sites.
- Through the EA process, consideration should be given to developing a Community Value Plan. Such a plan would identify opportunities for gateway locations/features and the integration of commemorative signage, consistent with the standards that have been developed for the 407 East Phase 1 undertaking and the Brock Road Commuter Lot location.

Regards,
Nadeem

From: Brooks, Jeff

Sent: Monday, January 26, 2015 10:11 AM

To: 'Amy Munn'

Cc: Holborn, Richard; Gadzovski, Marilee; Pym, Ross; Rose, Catherine; 'chris.leitch@durham.ca'; 'Doug Robertson'

Subject: 407 Transitway Study - draft transit station locations

Hi Amy,

Further to our recent meeting, I met with staff of our Engineering and Public Works Department and I offer the following comments for your consideration:

Brock Road

- Staff have reviewed the transitway alternatives for Brock Road against the Seaton Master Environmental Servicing Plan Amendment (MESPA) and relevant Neighbourhood Functional Servicing and Stormwater Reports (NFSSRs) and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- The preferred location of the transitway station appears to preclude a secondary recreational trail and trail heads illustrated in Neighbourhood 20: Thompson's Corners Neighbourhood Plan. Steps should be undertaken to examine how the trail linkage and associated trailheads can be accommodated.
- It should be noted that no vehicular access to the Brock Station and parking lot will be provided from Old Brock Road.

Rossland Road

- Staff have reviewed the transitway alternatives for Rossland Road against the Seaton MESPA and relevant NFSSRs and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- Two alternatives were presented for the southwest alternative. While the Region would prefer a right-in, right-out solution along Rossland Road, this solution would result in an uncontrolled intersection at the future collector road. Given past experience at current GO stations, this solution would likely result in excessive queuing and delays for patrons exiting the parking area during the pm peak period. Further discussion should take place to examine a mutually agreeable solution.
- The preferred location of the parking facility for the transitway station does not appear to provide for a future secondary recreational trail and trailheads. This trail stretches along the south edge of the of future transitway station boundary shown in Neighbourhood 21: Pickering Innovation Corridor and Neighbourhood 19: Wilson Meadows. Steps should be undertaken to examine how the trail linkage and associated trailheads can be accommodated.

Whites Road

- Staff have reviewed the transitway alternatives for Whites Road against the Seaton MESPA and relevant NFSSRs and found that there is no opportunity to share in a City SWM facility. As such, all stormwater will have to be dealt with onsite and will be privately owned and operated.
- The southwest alternative illustrates an access to the proposed transitway station site from the future collector road. The proposed access is located along the curve of this road. As the EA study and detailed design progresses, the provision of adequate sight lines and the early implementation of signals need to be addressed.

General Comments

- Given that the transitway stations are located within an urban area, consideration should be given to minimizing the footprint of parking areas through the development of parking structures in the future. The study should examine the implementation and timing of parking structures at each of these locations.
- Although facilities for transit and other motorized vehicles are illustrated in the conceptual designs for each of the transit station sites, facilities for pedestrians and cyclists are not shown. Through EA study and detailed design, protected pedestrian and cycling access and facilities within each proposed station site should be provided.
- Opportunities for landscaping and screening should be identified to buffer mixed use and residential areas immediately adjacent to the proposed station sites.
- Through the EA process, consideration should be given to developing a Community Value Plan. Such a plan would identify opportunities for gateway locations/features and the integration of commemorative signage, consistent with the standards that have been developed for the 407 East Phase 1 undertaking and the Brock Road Commuter Lot location.
- Although the Central Pickering Development Plan allows for infrastructure within the Natural Heritage System (NHS), where the location is logical and no reasonable alternative exists, it appears that a greater amount of NHS lands are being used, than had previously been anticipated. This may be of a concern to TRCA, as linkage areas in the NHS may be impacted or cut off.
- The map legend needs to be reviewed and updated to clearly identify and illustrate the various map elements.

Regards,

Jeff

Jeff Brooks MCIP, RPP, AMCT

Manager, Policy and Geomatics | City Development Department

905.420.4660 ext. 2130 | 1.866.683.2760 | TTY 905.420.1739

jbrooks@pickering.ca



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 [\[cityapp.ca\]](#) [City\[pickering.ca\]App](#) 

[\[enews.pickering.ca\]](#) [eNews\[enews.pickering.ca\]](#)



October 14th, 2016

Nadeem Zahoor
Coordinator, Transportation Engineering
City of Pickering
One The Esplanade
Pickering, ON L1V 6K7

Subject: RE: 407 Transitway - East of Kennedy Road to Brock Road - Draft EPR Comments

Dear Nadeem,

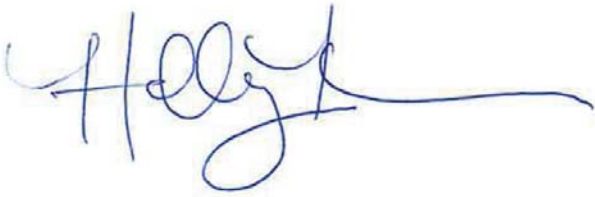
Thank you very much for providing valuable comments to the Draft Environmental Project Report (EPR) of the 407 Transitway East of Kennedy Road to Brock Road. Below are responses to the City of Pickering comments which were received on June 10th, 2016.

All your comments have been considered along with others received from relevant stakeholders and the public. Responses to each comment are incorporated in the attached tables, and will be included in an Appendix as part of the final EPR. Adjustments are being made to the EPR text as noted.

Again, we thank you for reviewing the Draft EPR. Further consultation in the future will be undertaken as the project moves forward.

Sincerely,

Please see Chapter 8, Table 8.2
for details on comments and responses



Holly Kerslake
Project Coordinator
407 Transitway, East of Kennedy Road to Brock Road

Sowel Kang

Subject: UH#73 : #Wdgvlz d | #D#Nhqqhg | #Jrdg#r#Eurf#Jrdg#D#KHU#iru#6773#Eurf#Jrdg

From: Sowel Kang

Sent: Monday, December 5, 2016 1:44 PM

To: 'Celebre, Cristina' <ccelebre@pickering.ca>

Cc: 'Kerslake, Holly' <Holly.Kerslake@parsons.com>; Garron, Gus <Gus.Garron@parsons.com>; Merriam, Sarah (MTO) <Sarah.Merriam@ontario.ca>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>

Subject: RE: 407 Transitway - Kennedy Road to Brock Road - CHER for 3440 Brock Road

Good afternoon,

Please find attached the HIA Report.

Is there salvage interest from the City of Pickering in the barn (mostly wood materials)?

Thanks,

Sowel

Sowel Kang, M.E.S.

Senior Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6

Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

From: Celebre, Cristina [<mailto:ccelebre@pickering.ca>]

Sent: Friday, December 2, 2016 2:44 PM

To: Sowel Kang <skang@lgl.ca>

Subject: RE: 407 Transitway - Kennedy Road to Brock Road - CHER for 3440 Brock Road

Good afternoon,

I am following up on the Heritage Impact Assessment for this property.

The Heritage Pickering Advisory Committee did recommend that as part of the Draft Plan of Subdivision review, that IO prepare a Heritage Impact Assessment for this property. A report was not submitted.

Regards,

Cristina

Cristina Celebre, MCIP, RPP

Senior Planner – Development Review & Heritage | City Development

905.420.4660 ext. 2194 | 1.866.683.2760

ccelebre@pickering.ca

Your City. Right Now. pickering.ca

From: Sowel Kang [<mailto:skang@lgl.ca>]

Sent: Monday, September 19, 2016 9:43 AM

To: Frank.Dieterman@infrastructureontario.ca; Celebre, Cristina <ccelebre@pickering.ca>

Cc: Sarris, Larry (MTO) <Larry.Sarris@ontario.ca>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>; Kerslake, Holly <Holly.Kerslake@parsons.com>; Garron, Gus <Gus.Garron@parsons.com>

Subject: 407 Transitway - Kennedy Road to Brock Road - CHER for 3440 Brock Road

Hello Mr. Dieterman and Ms. Celebre,

Please find attached the Cultural Heritage Evaluation Report for the 3440 Brock Road recently changed to 3440 Elsa Storry Avenue (renamed portion of Brock Road post-realignment south of Highway 407 ETR). The attached report has been prepared as part of the Transit Project Assessment Process for MTO's 407 Transitway from east of Kennedy Road to east of Brock Road.

We are currently working on the Heritage Impact Assessment Report for this property. Once available, I will be forwarding you this report.

Kind regards,

Sowel Kang, M.E.S.

Senior Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6

Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

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407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Chief Eric Jolliffe
York Regional Police
47 Don Hillock Drive
Aurora, Ontario
L4G 0S7

Update contact information if necessary

SUPERINTENDENT GAREME TURL.
YORK REGIONAL POLICE
47 DON HILLOCK DR.
AURORA, ON
L4G-0S7
Attn: S. DISTRICT.

Please check the most appropriate statement.


I have no concerns about the study at this time, but I wish to remain study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study


Superintendent G. Turl #387
York Regional Police

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

**407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003**

**Mr. Bill Snowball
Fire Chief
City of Markham
Fire & Emergency Services
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

**Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com**

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. John Haag
Fire Chief
City of Pickering
1616 Bayly Street
Pickering, Ontario
L1W 3N2

Hagg

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. Martyn Beckett
Director of Education
Durham District School Board
400 Taunton Road East
Whitby, Ontario
L1R 2K6

Update contact information if necessary

Christine Nancekivell
Planning Dept

same

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Elizabeth Paudel

From: Gus Garron <Gus.Garron@parsons.com>
Sent: Tuesday, July 22, 2014 3:30 PM
To: Malcolm Mackay; Gus Garron
Cc: Amy Munn
Subject: RE: 407 TW East

Many thanks Malcolm. Very much appreciated.

From: Malcolm Mackay [<mailto:Malcolm.Mackay@gotransit.com>]
Sent: Tuesday, July 22, 2014 12:48 PM
To: Gus Garron
Subject: RE: 407 TW East

Hi Gus,

I've looked into Unionville and Havelock and have the following status updates:

Unionville Station

- Unionville Station is identified as a Mobility Hub in The Big Move – future planning for this station and its site will be coordinated with local/regional plans for the surrounding area
- Current plans are to move to two-way, all-day service connecting to Union Station within the next 5 years; current work on regional express rail will determine timing of improvements and frequency.
- An EA study is currently underway for double tracking the Stouffville corridor to Unionville to facilitate two-way, all-day service
- The GO Transit Parking and Access Plan forecasts ridership at Unionville Station to grow to 3,900 boardings on a typical weekday, an increase of 133% from 2011 levels; and plans for the addition of approximately 800 parking spaces over the next 6-10 years in addition to the current 1,633 spaces – likely by construction of a parking structure

Havelock Subdivision

- The Big Move includes as part of the 25 year plan the addition of peak period/peak direction train service on this line as far as Locust Hill (Markham) near where the line meets Highway 407 (note: in February 2013 the Metrolinx Board approved an amendment to The Big Move to move this service from the 15 year plan to the 25 year plan)

Hope it helps,

Malcolm

From: Gus Garron [<mailto:Gus.Garron@parsons.com>]
Sent: Friday, July 18, 2014 11:55 AM
To: Malcolm Mackay
Subject: 407 TW East

Hi Malcolm,

Hope everything good at your end.

As discussed on the phone, the Ministry of Transportation (MTO) has retained Delcan (member of the Parsons Group) to undertake a preliminary design and a Transit Process Assessment Project (TPAP) of a transitway facility in an exclusive right of way along the Highway 407 corridor from east of Kennedy Road in the City of Markham to east of Brock Road in the Town of Pickering. Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future. A key plan of the study area is presented below. We need to obtain information regarding GO's future plans at Unionville and service at the CP Havenlock line. Who would you suggest me to approach in the rail side of your planning group?...Your advise will be very much appreciated.

Regards,

Gus

Elizabeth Paudel

From: Jeff Booker <jbooker@407etr.com>
Sent: Thursday, June 19, 2014 9:11 AM
To: Gus Garron
Cc: 'Amy Munn'; Martins, Frank (MTO)
Subject: RE: 407 Expansion Plans Kennedy - Brock Rd.
Attachments: 0147_001.pdf

Gus,

The majority of the widening from Markham to Brock will be inside widening. We are committed as per the CGLA for 5 lanes in that section. There may be some outside widening work at Urfe Creek to the existing Brock Road Interchange to fit it all in.

In regards to the CGLA. Officially we are committed to build North Road and Sideline 24. But as you know that most likely won't happen. It will be Sideline 22 and Sideline 26.

No I do not have conceptual drawings for interchanges. My suggestion is to paste a typical full Parclo at those locations . All movements.

The new Brock Road interchange drawings should be obtained by MTO to save Delcan money and time.

Most likely in 2016 or 2017, 407 ETR will add 1 lane from Markham to Ninth Line for a total of 4, and 1 lane YDL to Brock for a total of 3 lanes.

Fencline is our limits of 407 ETR lands.

Hope that helps.


Sincerely,

Jeff Booker
Manager, Highway Engineering Services
Highway 407 ETR
6300 Steeles Avenue
Woodbridge, ON
L4H 1J1
Tel (905) 265-4070 Ext 5485
Fax (905)264-5379
jbooker@407etr.com

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Environmental:

Please consider the environment before printing this email! 

From: Gus Garron [<mailto:Gus.Garron@parsons.com>]
Sent: Thursday, June 19, 2014 8:52 AM
To: Jeff Booker
Cc: 'Amy Munn'
Subject: 407 Expansion Plans Kennedy - Brock Rd.

Hi Jeff,

Delcan has been retained by MTO to undertake an EA and Preliminary Design of the 407 Transitway between Kennedy Rd in Markham to Brock Rd. in Pickering. The protected corridor for the transitway runs pretty much parallel on the south side of the Highway. We obviously need to consider any ETR's expansion plans within those limits, including future interchanges (at future 26 Sideline and future 22 Sideline). Any drawings even at the conceptual level available??.Also; is it possible to obtain ETR's ROW data?

We'd indeed appreciate any information.

Many thanks....

Gus

Sowel Kang

Subject: UH#WU#qwhufkdgj hv

-----Original Message-----

From: Jeff Booker [mailto:jbooker@407etr.com]

Sent: Monday, July 07, 2014 11:04 AM

To: Gus Garron

Cc: frank.martins@ontario.ca

Subject: Re: ETR Interchanges

The ramps are not part of the CGLA.

407 ETR does not have any plans on constructing those ramps in the near future.

That being said ,never say never.

Who knows what will happen in the future .

If it made business sense or Region of York had a need it may happen.

They are very expensive ramps to build in particular the Donald Cousens S-E ramp.

All the above would be subject to MTO approval.

Jeff

From: Gus Garron [mailto:g.garron@delcan.com]

Sent: Thursday, July 03, 2014 1:00 PM

To: jbooker@407etr.com<mailto:jbooker@407etr.com>;

frank.martins@ontario.ca<mailto:frank.martins@ontario.ca>

Subject: ETR Interchanges

Hey Jeff, Frank,

Another question for you guys please. Are there plans to upgrade the interchanges at Ninth Line and Donald Cousens to provide full movements? I suppose so, in which case, is there any concept developed? or should we just assume a north-east conventional ramp?

Your advice will be appreciated.

Regards,

Gus

Elizabeth Paudel

From: Grant Kauffman <gkauffman@lgl.com>
Sent: Tuesday, September 02, 2014 9:01 AM
To: 'Sowel Kang'
Cc: George Ivanoff
Subject: FW: 407 Transitway from east of Kennedy Road to east of Brock Road Planning and Preliminary Design Study G.W.P EA

From: Tianyuan.Li@hydroone.com [<mailto:Tianyuan.Li@hydroone.com>]
Sent: Friday, August 29, 2014 4:57 PM
To: gkauffman@lgl.com
Cc: ierullo@hydroone.com; w.d.kloostra@hydroone.com; maria.agnew@hydroone.com; rick.schatz@hydroone.com
Subject: 407 Transitway from east of Kennedy Road to east of Brock Road Planning and Preliminary Design Study G.W.P EA

Dear Mr. Kauffman,

In our initial review, we have confirmed that Hydro One has high voltage transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.

In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

We reiterate that this message does not constitute any form of approval for your project. Once more details about your plans are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit your plans to:

Rick Schatz, Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6233
Rick.Schatz@HydroOne.com

Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Amy (Tianyuan) Li
Tel: 416-345-6473

On behalf of

Anthony J. Ierullo

Transmission Lines Sustainment

System Investment Division

Asset Management Group

Hydro One Networks Inc.

Tel: 416-345-5213

ierullo@HydroOne.com

_____ Information from ESET NOD32 Antivirus, version of virus signature database 10353 (20140902)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Elizabeth Paudel

From: tpumarkup@hydroone.com
Sent: Wednesday, September 24, 2014 1:19 PM
To: Holly.Kerslake@parsons.com
Cc: Amy.Munn@parsons.com; tpumarkup@hydroone.com
Subject: RE: 407 Transitway Planning Locate Markups
Attachments: H1 Response.pdf; H1_Response2.pdf



Good afternoon,

Please see the attached Hydro One caution Letter.

Thank you

Christian Ray || Grid Operations Technician || Hydro One Inc.
Barrie Corporate Office (BAH) || 230 Bayview Drive || Barrie, Ontario

From: Holly Kerslake [mailto:Holly.Kerslake@parsons.com]
Sent: Tuesday, September 23, 2014 4:19 PM
To: TPUCC DRAWINGS
Cc: Amy Munn
Subject: RE: 407 Transitway Planning Locate Markups

Christian,

Sorry for the delay – I've been trying to track down the letter. Attached is the letter for you to sign (it was produced by our sub-consultant LGL).



Thanks! Let me know if you have any further questions.

Holly

Holly Kerslake, EIT, BASc

PARSONS**

T: 905.943.0446

C: 416.606.0828

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: tpumarkup@hydroone.com [mailto:tpumarkup@hydroone.com]
Sent: September-22-14 1:31 PM
To: Holly.Kerslake@parsons.com
Cc: tpumarkup@hydroone.com
Subject: RE: 407 Transitway Planning Locate Markups

Hi Holly,

Do you have a sign off sheet for us to fill out?

Thanks,

Christian Ray || Grid Operations Technician || Hydro One Inc.
Barrie Corporate Office (BAH) || 230 Bayview Drive || Barrie, Ontario

From: Holly Kerslake [<mailto:Holly.Kerslake@parsons.com>]
Sent: Monday, September 22, 2014 12:16 PM
To: TPUCC DRAWINGS
Cc: Amy.Munn@parsons.com
Subject: RE: 407 Transitway Planning Locate Markups

Thanks Christian,

Please see attached PDF. Let me know if you need anything else.

Holly

Holly Kerslake, EIT, BASc

PARSONS**

T: 905.943.0446

C: 416.606.0828

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: tpumarkup@hydroone.com [<mailto:tpumarkup@hydroone.com>]
Sent: September-18-14 8:27 AM
To: Holly.Kerslake@parsons.com
Cc: Amy.Munn@parsons.com; tpumarkup@hydroone.com
Subject: RE: 407 Transitway Planning Locate Markups

Hi Holly,
Sorry for the delay. Can I get this in PDF format?

Thanks,

Christian Ray || Grid Operations Technician || Hydro One Inc.
Barrie Corporate Office (BAH) || 230 Bayview Drive || Barrie, Ontario

From: Holly Kerslake [<mailto:Holly.Kerslake@parsons.com>]
Sent: Tuesday, September 09, 2014 3:53 PM
To: TPUCC DRAWINGS
Cc: Amy Munn
Subject: RE: 407 Transitway Planning Locate Markups

Hi Christian,

We have not received anything from you yet. Just wondering when we can expect to receive markups.

Thanks!

Holly

Holly Kerslake, EIT, BASc

PARSONS**

T: 905.943.0446

C: 416.606.0828

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: Holly Kerslake [<mailto:h.kerslake@delcan.com>]

Sent: August-21-14 3:39 PM

To: tpumarkup@hydroone.com

Cc: Amy Munn (Amy.Munn@parsons.com)

Subject: RE: 407 Transitway Planning Locate Markups

Hi Christian,

Just following up to see if this file worked.

Thanks again!

Holly

Holly Kerslake, EIT, BASc

PARSONS**

T: 905.943.0446

C: 416.606.0828

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: Holly Kerslake [<mailto:h.kerslake@delcan.com>]

Sent: August-18-14 10:14 AM

To: tpumarkup@hydroone.com

Subject: RE: 407 Transitway Planning Locate Markups

Christian,

Sorry for the delayed response, try this dwg file:



<https://www.dropbox.com/s/dochdfwsk54n6q0/HydroOne%20Study%20Area%20Mapping2004%20-%20Standard.zip>

Let me know if this doesn't work in which case I will prepare a pdf for you.

Holly

Holly Kerslake, EIT, BASc

PARSONS**

T: 905.943.0446

C: 416.606.0828

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: tpumarkup@hydroone.com [<mailto:tpumarkup@hydroone.com>]
Sent: August-14-14 12:45 PM
To: Holly.Kerslake@parsons.com
Subject: RE: 407 Transitway Planning Locate Markups

Hi Holly,

Any chance you can make it either a PDF or an older version of CAD. When I try and open it, it says it's newer than the version of CAD that I have access to.

Thanks,
Christian

Christian Ray || Grid Operations Technician || Hydro One Inc.
Barrie Corporate Office (BAH) || 230 Bayview Drive || Barrie, Ontario

From: Holly Kerslake [<mailto:Holly.Kerslake@parsons.com>]
Sent: Thursday, August 14, 2014 11:39 AM
To: TPUCC DRAWINGS
Cc: Amy.Munn@parsons.com
Subject: RE: 407 Transitway Planning Locate Markups

Thanks Christian,



I have uploaded a copy of the AutoCAD file to dropbox. Otherwise, I could mail you large hardcopies. Does this work?

<https://www.dropbox.com/s/y4739ttf6q69qti/HydroOne%20Study%20Area%20Mapping.dwg>

Holly

Holly Kerslake, EIT, BASc
PARSONS**
T: 905.943.0446
C: 416.606.0828
<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.

From: tpumarkup@hydroone.com [<mailto:tpumarkup@hydroone.com>]
Sent: August-14-14 8:34 AM
To: Holly.Kerslake@parsons.com
Cc: Amy.Munn@parsons.com; tpumarkup@hydroone.com
Subject: RE: 407 Transitway Planning Locate Markups

Good morning,

Do you have more detailed drawings of the work areas? We have cable in the areas of Highway 407 & Kennedy Road, and also at Highway 407 & Markham Road that fall within the work extent. In order to mark them up, it would be better to have a larger scale map.

Thanks,

From: Holly Kerslake [<mailto:Holly.Kerslake@parsons.com>]
Sent: Thursday, July 31, 2014 10:12 AM
To: TPUCC DRAWINGS
Cc: Amy Munn
Subject: 407 Transitway Planning Locate Markups

Attached is an outline of our study area. As discussed on the phone, we are looking for a markup of any lines you have in the area and their depths.

Just as a note, our Ontario1Call Ticket numbers are listed below:

- 20142815952
- 20142815954
- 20142815966
- 20142815972

Thanks! Please contact me via phone or email if you have any questions or concerns.

Holly

Holly Kerslake, EIT, BASc

PARSONS**

625 Cochrane Drive, Suite 500

Markham, Ontario, L3R 9R9

T: 905.943.0446

C: 416.606.0828

F: 905.943.0400

<http://www.parsons.com>

**Delcan has recently joined the Parsons family. My email has changed to Holly.Kerslake@parsons.com. Please update me in your contact list.



Hydro One Networks Inc
230 Bayview Dr.
Barrie, ON
L4N 4Y8

September 22, 2014

Parsons
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9

Attention: Holly Kerslake

Re: 407 Transitway Planning Locate Maps

Thank you for notifying us of your project as mentioned above. We have reviewed the drawings for this project and have highlighted the location of Hydro One cables. It appears that your installation will be encroaching Hydro One's 230,000 volt pipe type plant as indicated on your drawing "HydroOne Study Area – Aerial.pdf". Please note that our depth varies along our plant from approximately 3 to 10 feet in this location.

We would ask that you maintain a clearance of 1m minimum from our High Voltage underground plant to your new installation.

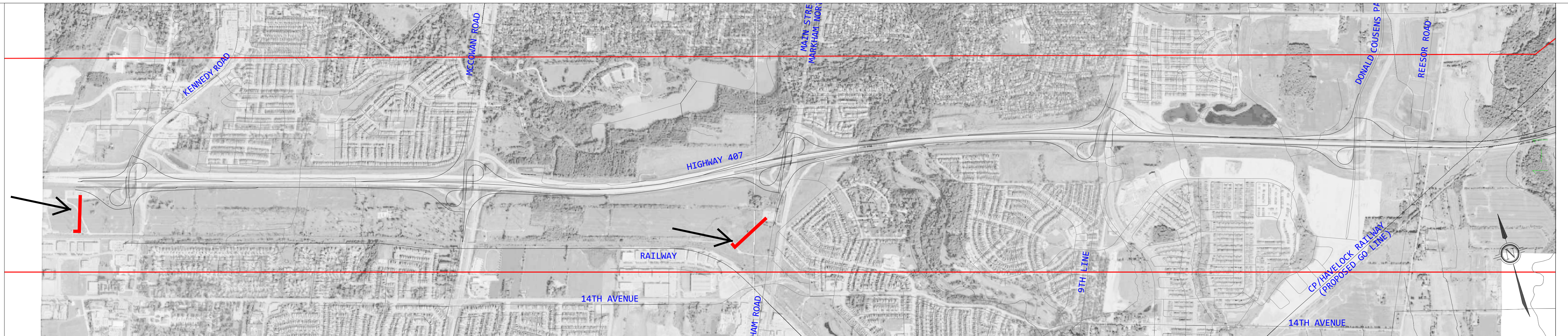
Please request your contractor to call the Ontario One Call Center at 1-800-400-2255 for stakeouts prior to the commencement of your work.

We will provide a site monitor to oversee our interests for any work within 1m of our underground plant. If your proposed work will disturb the 1m squared fill around our cables, we require at minimum 33 days notice prior to commencement of your work. Otherwise we would appreciate 72 hours notice prior to commencement of your work. If any fill around our cables is disturbed during construction it must be returned to its original state.

If you require any further assistance please contact Mark Hamilton, Grid Operations Supervisor, at 705-797-4142.

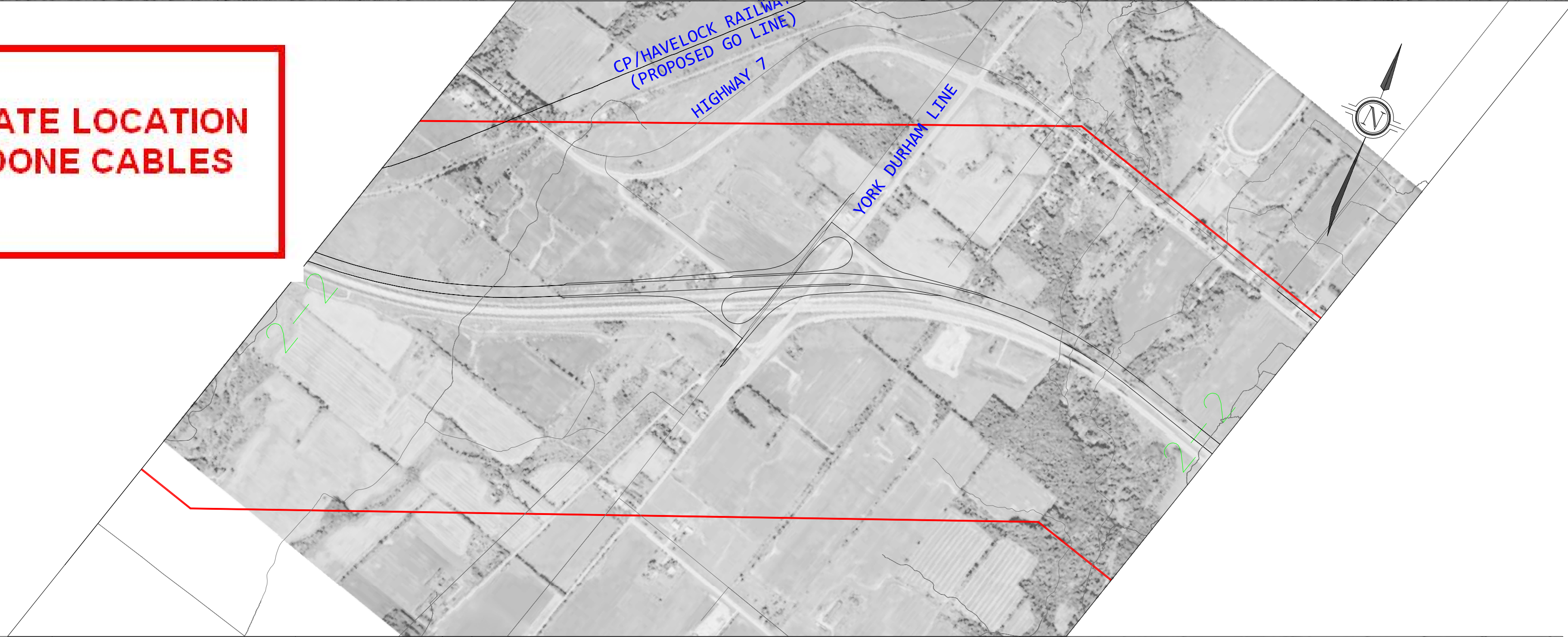
Sincerely,

**Mark Hamilton
Grid Operations Supervisor
Hydro One Networks – Barrie Corporate Office
(705) 797-4142**



**APPROXIMATE LOCATION
OF HYDROONE CABLES**

**CAUTION
PLEASE SEE ATTACHED
LETTER**



407 TRANSITWAY STUDY AREA (FROM KENNEDY RD. TO BROCK RD.)

407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. Christian Ray
Grid Operations Technician
Hydro One Inc.
Barrie Corporate Office
230 Bayview Drive
Barrie, ON L4N 4Y8

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

CAUTION
PLEASE SEE ATTACHED
LETTER

Please return this completed form by October 6, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com



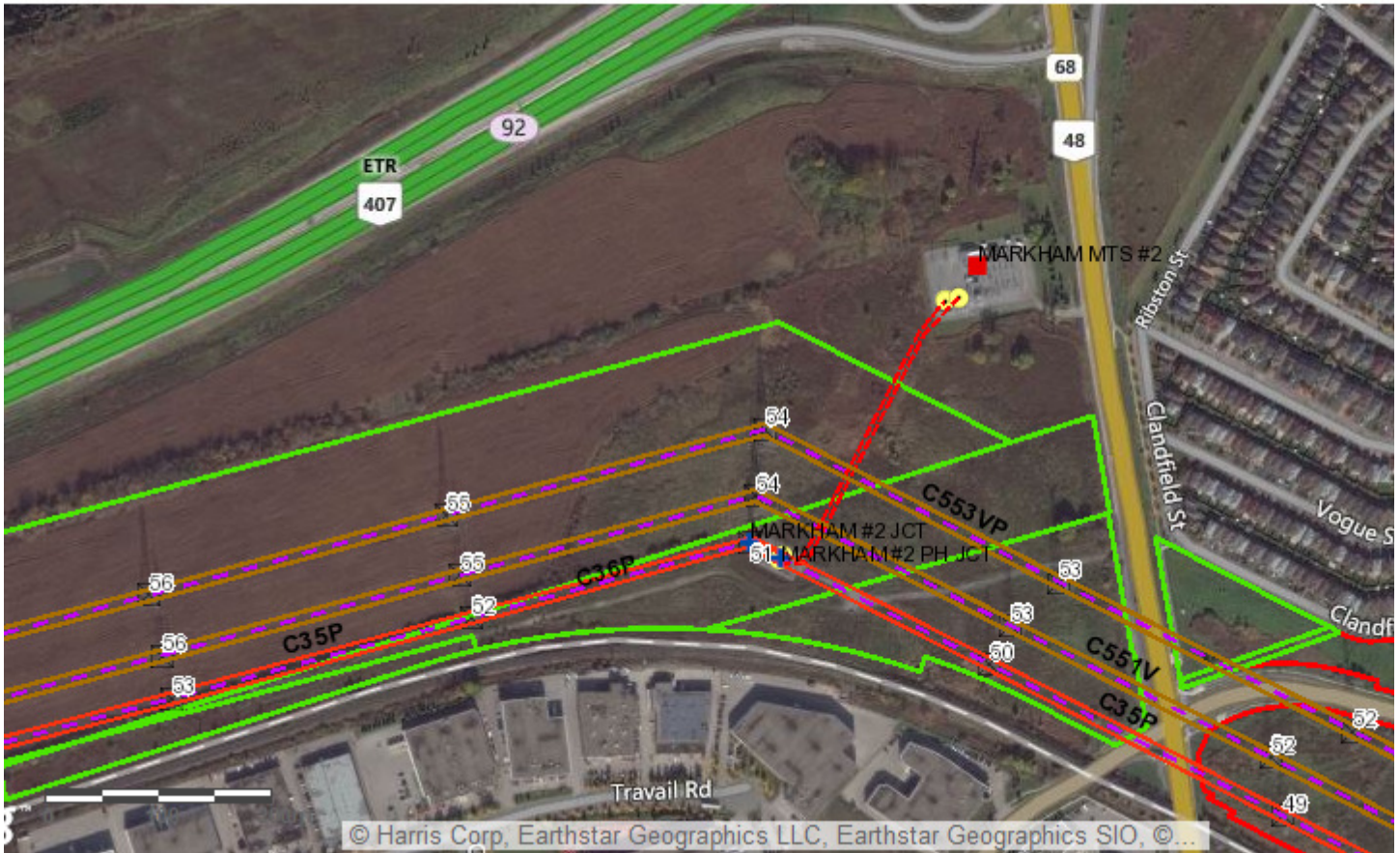
Amy Munn

From: Tianyuan.Li@hydroone.com
Sent: Tuesday, March 03, 2015 10:42 AM
To: Amy.Munn@parsons.com
Cc: ierullo@hydroone.com
Subject: FW: 407 Transitway - Hydro Expansion Plans

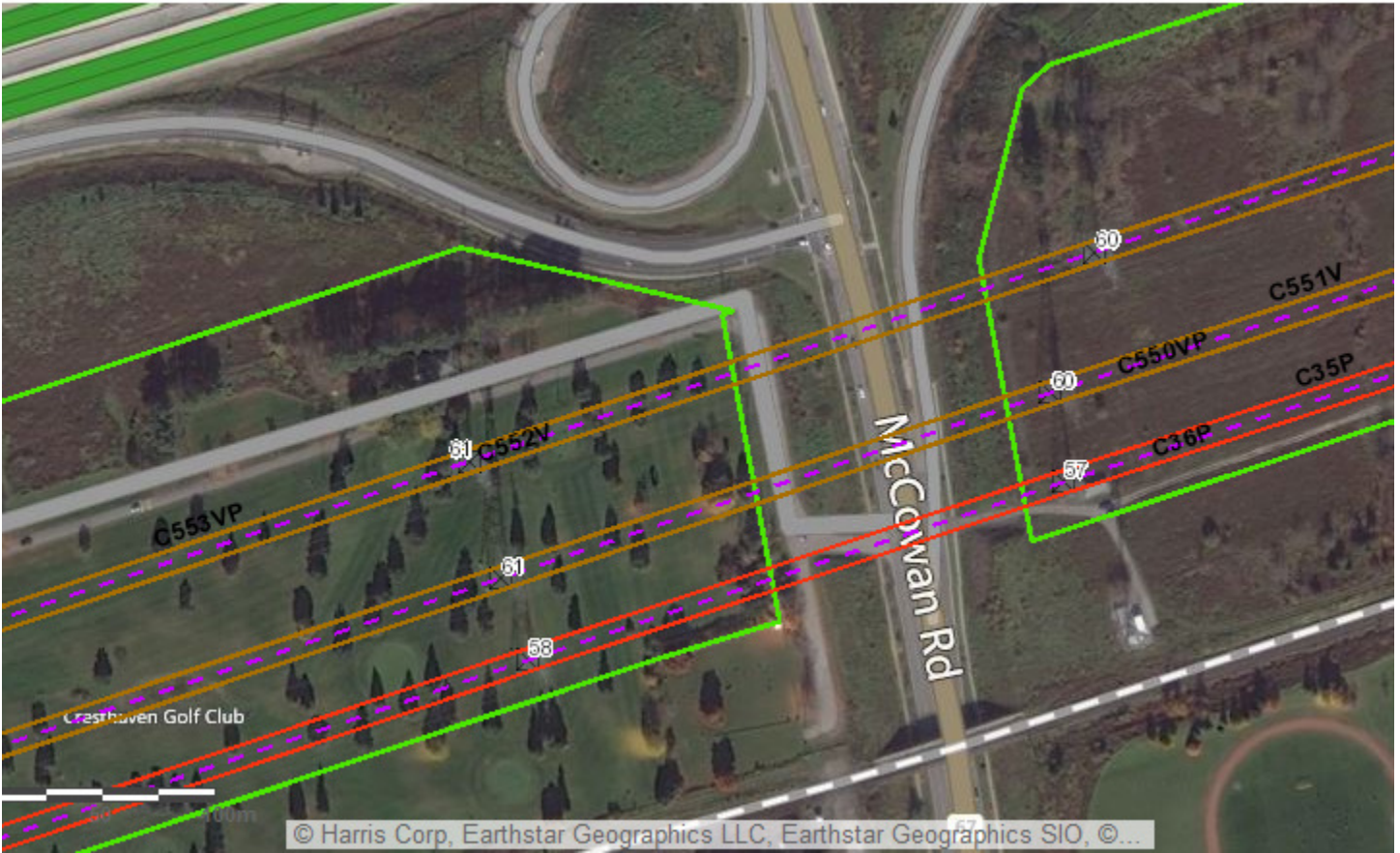
Good morning Amy,

Please see below the screen captures from TLGIS:

Hwy 407 and Markham Rd: C36P/C35P(230kV), C551V/C550VP(500 kV), C553VP/C552V(500 kV)



Hwy 407 and McCowan Rd: C36P/C35P(230kV), C551V/C550VP(500 kV), C553VP/C552V(500 kV)



Our Engineering group has reviewed the preferred site layout of the Markham Rd Station and provided the following comments:

- Markham MTS #2 is currently owned and operated by Powerstream (ie. Markham Hydro). Currently, Hydro One supplies power to Markham MTS #2 via two underground cable circuits that are tapped from the 230kV circuits C35P and C36P. Hydro One owns and operates the 230kV underground cables up to the cable terminations within Markham MTS #2. **Powerstream needs to be contacted to confirm whether there are any plans to upgrade Markham MTS #2.** If additional circuits are required from Hydro One to supply Markham MTS #3 in the future, then space for the underground cable duct banks would need to be reserved now.
- From our available information, the existing underground cables are mostly directly buried and are not designed for vehicular traffic above the cables. From the site layout drawing, a transit road / driveway will be built near Markham MTS #2 and would cross the direct buried cables at various locations. Prior to any construction work, sections of the existing Hydro One direct-buried cable trench which lie beneath the new road / driveway would need to be reinforced, or converted to a concrete encased duct structure to protect the cable from the new vehicular loads. **The design and cross-section of the road / driveway should be sent to Hydro One for review and to design the necessary reinforcements for the existing direct-buried cables.**
- Hydro One ultimate plans for the Cherrywood TS x Parkway TS 500kV row is to build a new double circuit 500kV circuit on the north side of the corridor. HON rights to build, operate and maintain the new circuits should be maintained. As that this is the only east-west corridor HONI owns at this time, **we cannot agree to any encroachment on this corridor.**

Please understand that the comments provided above are very preliminary and does not constitute any sort of approval for your plans, a final review will be conducted once Hydro One receives the detailed engineering drawing and information.

Please let me know if you require more information.

Thanks,

Amy (Tianyuan) Li

Intern

Secondary Land Use Department

Transmission Asset Managemnt

Hydro One Networks Inc.

483 Bay Street, North Tower 13th Floor

Toronto, ON, M5G 2P5

416-345-6473

From: IERULLO Tony

Sent: Tuesday, February 24, 2015 9:58 AM

To: LI Tianyuan

Subject: FW: 407 Transitway - Hydro Expansion Plans

Hi Amy,

Can you please obtain the information requested below and respond to Amy from Parsons.

Thanks, Tony

From: Amy Munn [<mailto:Amy.Munn@parsons.com>]

Sent: Tuesday, February 24, 2015 9:56 AM

To: IERULLO Tony

Cc: Gus Garron

Subject: FW: 407 Transitway - Hydro Expansion Plans

Hi Anthony,

I apologize – I forgot to mention that the intersection below is McCowan and 407 ETR. If you could also confirm the KV level of the proposed line and the required offsets that would be very helpful.

Thanks,

Amy

From: Amy Munn [<mailto:a.munn@delcan.com>]

Sent: Tuesday, February 24, 2015 9:33 AM

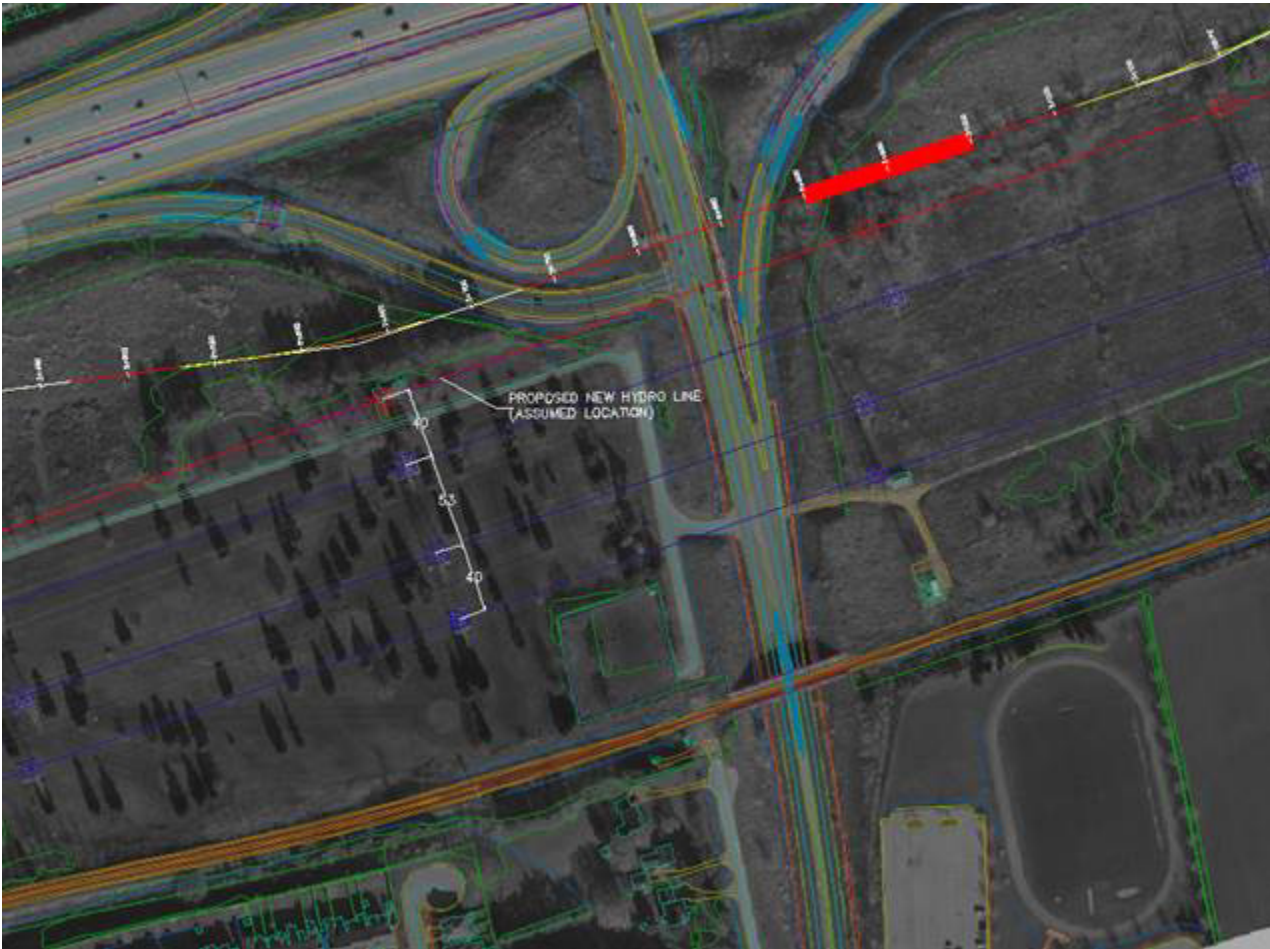
To: ierullo@hydroone.com

Cc: Gus Garron

Subject: RE: 407 Transitway - Hydro Expansion Plans

Hi Anthony,

I was hoping to follow up on my previous email concerning the proposed hydro line location. We have located the hydro line, as shown below, based on the existing hydro line location. If you could confirm if our assumption is acceptable that would be greatly appreciated.



Thanks for your help.
Amy Munn

From: Amy Munn [<mailto:a.munn@delcan.com>]
Sent: Wednesday, February 04, 2015 8:21 AM
To: ierullo@hydroone.com
Cc: 'Gus Garron'
Subject: 407 Transitway - Hydro Expansion Plans

Hi Anthony,

We are looking to get some more concrete information about Hydro's expansion plans in the 407 ETR corridor. We are in close proximity to your facilities at the McCowan and Markham Road station sites and it would be very helpful if we could include Hydro's plans and setback requirements in our design. Any information you can provide would be greatly appreciated.

Thanks,
Amy Munn, PEng, BaSC

PARSONS**
500-625 Cochrane Drive,
Markham, Ontario L3R 9R9
P: 905.917.3221
C: 416.939.3054
F: 905.470.7590
www.parsons.com

Sowel Kang

From: J u d q w # N d x i i p d q # j n d x i i p d q C o j a f r p A
Sent: Z h g q h v g d | # D s u l # # 5 3 4 8 # 6 7 : # 5 P
To: * r z h o # N d q j *
Subject: I Z # # i q e u l g j h # S l s h d q h v # i q f l # F r p p h q w # h # 7 3 : # W u d q v l w z d | # D # N h q q h g | # U g # w # E u r f n # U g

FYI.

From: Chris Pincombe [mailto:Chris.Pincombe@enbridge.com]
Sent: Wednesday, April 08, 2015 3:40 PM
To: tarita.diczki@ontario.ca; larry.sarris@ontario.ca; k.eldalati@parsons.com; gkauffman@lgl.com
Cc: Eastern Region Crossing
Subject: Enbridge Pipelines Inc. Comments re: 407 Transitway - Kennedy Rd to Brock Rd

To All,

For your records, Enbridge Pipelines Inc. has reviewed the subject application and does not have any facilities within the development (As per image below). This is an Enbridge Gas Distribution area – if you have not already contacted Enbridge Gas please forward the same information to mark-ups@enbridge.com.



Regards,

Chris Pincombe C.E.T.
Lands & ROW Administrator, Eastern Region

ENBRIDGE PIPELINES INC.
TEL: 519-333-6753 | FAX: 519-339-0510
Western Research Park
1086 Modeland Road, Bldg. 1050 1st Floor, Sarnia, ON, N7S 6L2

enbridge.com
Integrity. Safety. Respect.



407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003

Mr. Irv Klajman
Manager, System Planning
Power Stream Inc.
161 Cityview Boulevard
Vaughan, Ontario
L4H 0A9

Update contact information if necessary

Riaz- Shaikh
Manager, System Planning
PowerStream Inc
161 Cityview Blvd
Vaughan Ontario
L4H0A9

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014:

Grant Kauffman
Senior Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: gkauffman@lgl.com

CORRESPONDENCE
WITH
ABORIGINAL COMMUNITIES

407 Transitway – east of Kennedy Road to east of Brock Road
 Aboriginal Communities Contact List for TPAP Commencement Notification – August 29, 2016

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	Province	PostalCode	Phone	Fax	E-mail
Mr.	Dale	Pegg	Manager, Consultation Information Service	Indigenous and Northern Affairs Canada	Consultation and Accommodati on Unit	10 Wellington Street	Gatineau	Quebec	K1A 0H4	819-953- 0161	819-934- 1983	
Chief	James R.	Marsden		Alderville First Nation	Alderville Administrativ e Office	11696 Second Line Rd. P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352- 2011	905-352- 3242	Melanie Arthur, Lakes & Resources Communications Clerk, marthur@aldervillefirstnation. ca
Ms.	Mary	MacLeod- Beaver	Lands and Resources Communication	Alderville First Nation	Alderville Administrativ e Office	11696 Second Line Rd. P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352- 2662	905-352- 3242	mmacleod@alderville.ca
Chief	Donna	Big Canoe		Chippewas of Georgina Island First Nation	R. R. #2	P.O. Box N13	Sutton West	Ontario	L0E 1R0	705-437- 1337	705-437- 4597	npriester@georginaisland.com
Chief	Rodney	Noganosh		Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	Ontario	L3V 6H6	705-325- 3611	705-325- 0879	
Chief	Greg	Cowie		Hiawatha First Nation	123 Paudash Street		Hiawatha	Ontario	K0L 2G0	705-295- 4421		
Chief	Roland	Monague		Beausoleil First Nation	11 Ogema Miikaan		Christian Island	Ontario	L9M 0A9	705-247- 2051	705-247- 2239	
Ms.	Karry	Sandy- McKenzie	Barrister/Solicito r	Coordinator for the Williams Treaties	8 Creswick Court		Barrie	Ontario	L4M 2J7	705-792- 5087		
Chief	Phyllis	Williams		Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-657- 8045	705-657- 8708	chief@curvelakefn.ca reception@curvelakefn.ca (Keith Knott)
Ms.	Corey	Kinsella	Lands and Resources Consultation	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-657- 8045	705-657- 8708	clfn@nexicom.net
Ms.	Melissa	Dokis	Lands and Resources Consultation Liaisons	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-657- 8045	705-657- 8708	melissad@curvelake.ca
Mr.	Nathaniel	Cummings		Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-657- 8045	705-657- 8708	NathanielC@curvelake.ca

407 Transitway – east of Kennedy Road to east of Brock Road
 Aboriginal Communities Contact List for TPAP Commencement Notification – August 29, 2016

Chief	Kelly	LaRocca		Mississauga of Scugog Island	R.R. #5	22521 Island Road	Port Perry	Ontario	L9L 1B6	905-985-3337 x.232	905-985-8828	klarocca@scucogfirstnation.com
Ms.	Rhonda	Coppaway		Mississauga of Scugog Island	R.R. #5	22521 Island Road	Port Perry	Ontario	L9L 1B6	905-985-1940	905-985-8828	tgautheier2388@hotmail.com
Mr.	Dave	Mowat		Mississauga of Scugog Island	R.R. #5	22521 Island Road	Port Perry	Ontario	L9L 1B6			
Chief	Bryan	Laforme		Mississauga of the New Credit First Nation	2789 Mississauga Road	R.R. #6	Hagersville	Ontario	N0A 1H0	905-768-1133 (Bryan) or 905-768-0100	905-768-1225	bryanlaforme@newcreditfirstnation.com
Mr.	Mark	LaForme	Director, Department of Consultation and Accommodation	Mississauga of the New Credit First Nation	2789 Mississauga Road	R.R. #6	Hagersville	Ontario	N0A 1H0	905-768-4260	905-768-9751	mark.laforme@newcreditfirstnation.com
Ms.	Fawn	Sault	Consultation Manager, Department of Consultation and Accommodation	Mississauga of the New Credit First Nation	2789 Mississauga Road	R.R. #6	Hagersville	Ontario	N0A 1H0	905-768-8940	905-768-9751	
Grand Chief	Konrad	Sioui		Huron-Wendat Nation	255 Place Chef Michel Laveau		Wendake	Quebec	G0A 4V0	418-843-3767 or 1-866-333-2332		
Chief	Line Gros-Louis		Ontario Portfolio	Huron-Wendat Nation Conseil de la Nation Huronne-Wendat	255 Place Chef Michel Laveau		Wendake	Quebec	G0A 4V0	418-843-3767 or 1-866-333-2332		
Ms.	Mélanie	Vincent		Huron-Wendat Nation Conseil de la Nation Huronne-Wendat c/o Gestion MV Management	255 Place Chef Michel Laveau		Wendake	Quebec	G0A 4V0	418-580-4442 (cell)	418-842-7974	

407 Transitway – east of Kennedy Road to east of Brock Road
 Aboriginal Communities Contact List for TPAP Commencement Notification – August 29, 2016

Mr.	Kris	Nahrgang		Kawartha Nishnawbe First Nation	P.O. Box 1432		Lakefield	Ontario	K0L 2H0	705-654-4661		info@spiritofthestone.ca
			Métis Consultation Unit	Métis Nation of Ontario Head Office	500 Old St. Patrick Street	Unit D, 8 th Floor	Ottawa	Ontario	K1N 9G4			
Ms.	Melanie	Paradis	Director	Métis Nation of Ontario, Lands, Resources and Consultation Branch	75 Sherbourne Street	Suite 222	Toronto	Ontario	M5A 2P9	416-977-9881 ext 114		
Mr.	James	Wagar	MNO Supervisor, Lands & Resources	Métis Nation of Ontario	75 Sherbourne Street	Suite 222	Toronto	Ontario	M5A 2P9	416-977-9881 ext 107		
Mr.	Steven	Sarrazin	MNO Consultation Coordinator	Métis Nation of Ontario	75 Sherbourne Street	Suite 222	Toronto	Ontario	M5A 2P9	705-671-9855 ext 226		
Ms.	Tera	Beaulieu	President	Toronto and York Region Métis Council	75 Sherbourne Street	Suite 311	Toronto	Ontario	M5A 2P9	416-977-9881		
Ms.	Kristin	Randall	Interim President	Oshawa and Durham Region Métis Council	78 Simcoe Street South, Suite 101		Oshawa	Ontario	L1H 4G6			
Ms.	Leslie	Currie	Aboriginal Liaison Officer	Aboriginal Relations Branch, MTO	College Park	777 Bay Street, Suite 3000	Toronto	Ontario	M7A 2J8	416-585-7457	416-235-4940	

0

Ministry of Transportation

Ministère des Transports

Engineering Office
Central Region
159 Sir William Hearst
Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Chef du Bureau de genie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télec. : 416 235-3576



August 6, 2014

Mr. Dale Pegg
Manager, Consultation Information Service
Aboriginal Affairs and Northern Development Canada
Consultation and Accommodation Unit
10 Wellington Street
Gatineau, Quebec
K1A 0H4

Dear Mr. Pegg:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

The Ministry of Transportation (MTO) is proposing a 18 km segment of a transitway facility along the Highway 407 corridor through York Region and Durham Region, from east of Kennedy Road in the City of Markham to east of Brock Road in the City of Pickering (407 Transitway). Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future with stations throughout the corridor. A key plan of the study area is attached to this letter.

This 18 km segment form part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component of the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The purpose of this letter is to introduce the study, to request your participation, and to obtain available background information related to the study area. Information that would be of interest to the study team includes any description of existing conditions or sensitivities within the study area, and any issues or concerns that your organization may have regarding the study.

Parsons will be managing the study on behalf of MTO. LGL Limited will be providing environmental design and planning services on behalf of Parsons. The study will follow the Transit Project Assessment Process (TPAP) prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings under the *Environmental Assessment Act*. One Public Information Centre (PIC) will be held prior to the commencement of the TPAP and a second PIC will be held during the TPAP for his study. Upon

completion of the study, an Environmental Project Report will be prepared to document the results of the planning and preliminary design and will be released for public review and comment. You will receive notification of the PICs, the commencement of the formal TPAP process and of the release of the Environmental Project Report.

Considering the scope of work for this study, it has been determined by the study team that archaeological investigations will be required in the vicinity of the corridor.

Please complete the attached form and return it to my attention by September 5, 2014. The study team is interested in hearing any comments you might have about this study. Should you require further information regarding this study or should you prefer to meet with Ministry staff, please feel free to contact me.

Thank you for your co-operation.

Yours sincerely,

Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

c.c. Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

Attach

**HIGHWAY 407 TRANSITWAY
KENNEDY ROAD TO BROCK ROAD
CITY OF MARKHAM AND CITY OF PICKERING
G.W.P. 13-20003**

Mr. Dale Pegg
Manager, Consultation Information Service
Aboriginal Affairs and Northern
Development Canada
Consultation and Accommodation Unit
10 Wellington Street
Gatineau, Quebec K1A 0H4

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

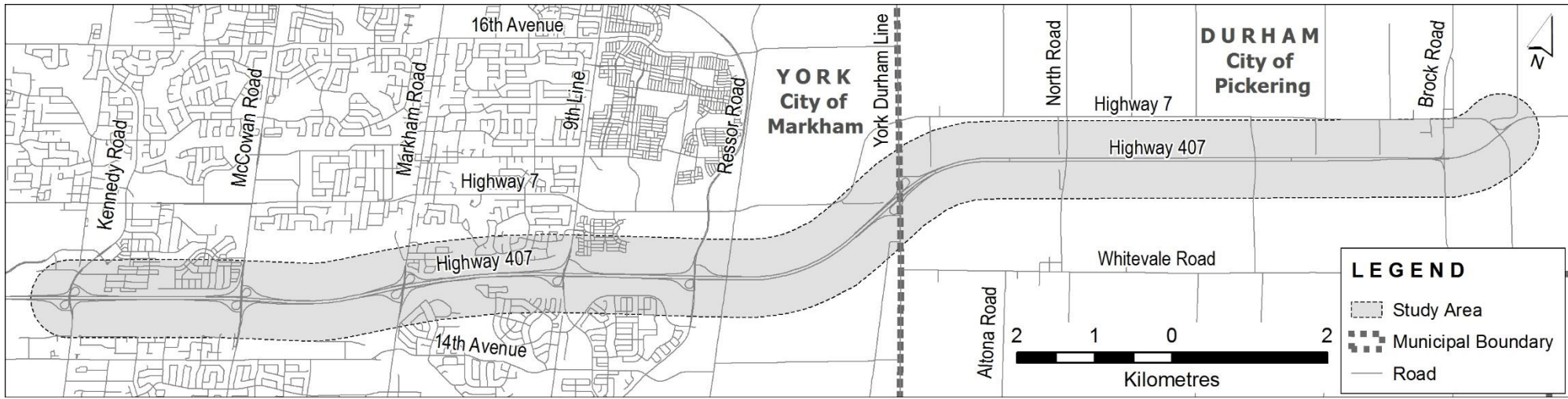
I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by September 5, 2014 to:

Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region
1201 Wilson Avenue, Building D
Toronto, Ontario, M3M 1J8
Tel: 416-235-5255
Fax: 416-235-3578
E-mail: graham.derose@ontario.ca



Ministry of TransportationPlanning and Design Section
Central Region - Engineering4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel: (416) 235-5191
Fax: (416) 235-3576**Ministère des Transports**Section de planification et de conception
Région du Centre – Ingénierie4e étage, édifice D
1201 avenue Wilson
Downsview, ON M3M 1J8
Tel : (416) 235-5191
Télééc: (416) 325-3576

April 1, 2015

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway – Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Public Information Centre Invitation Letter**

The Ministry of Transportation (MTO) is carrying out planning activities for the 407 Transitway from Kennedy Road to Brock Road prior to initiating the Transit Project Assessment Process as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings*. The planning activities include planning assessment of the alignment and station location options. The Notice of Commencement for the formal Transit Project Assessment process and release of study documentation will be published in this local newspaper in the future. All information produced as part of this project is available at www.407Transitway.com.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) that will be held for this study. You are cordially invited to attend an informal drop-in session prior to the PIC from 3:00 p.m. to 4:00 p.m. The PIC will be open to the public from 4:00 p.m. to 8:00 p.m. Details of the PIC are presented in the enclosed notice. As part of this study, field investigations as they pertain to the surrounding natural, social and cultural environments will be undertaken, including:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
- Terrestrial Ecosystems Report, including ecological land classification (ELC), botanical inventory, migratory bird activity and wildlife activity and habitat.
- A Groundwater Existing Conditions and Impact Assessment Report
- A Stage 1/2 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

At the completion of the study, an Environmental Project Report (EPR) documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures will be filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you would like further information regarding this project, please feel free to contact the undersigned at 416-235-5191. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange for a meeting at your earliest convenience.

Yours sincerely,

Tarita Diczki
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

c.c. Larry Sarris, MTO Environmental Planner
Robert J. Pearce, MTO Regional Archaeologist
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

Attach

Ministry of Transportation

Engineering Office
Central Region
159 Sir William Hearst Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Ministère des Transports

Chef du Bureau de genie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télec. : 416 235-3576



April 28, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1 »
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway – Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
DRAFT Environmental Project Report**

The Ministry of Transportation (MTO) has completed a Draft Environmental Project Report in accordance with the Ontario Regulation 231/08, *Transit Projects and Metrolinx Undertakings* for the 407 Transitway from Kennedy Road to Brock Road. The 407 Transitway within this section includes five stations including Markham Road, Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station. Three additional sites are being protected for potential future transit purposes and/or environmental compensation. The 407 Transitway is planned to be implemented as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

Notice of Commencement for the formal Transit Project Assessment process and release of final Environmental Project Report will be published in local newspaper and a letter of notification will be sent to you in the future. All information produced as part of this project is available at www.407Transitway.com.

«Title» «FirstName» «LastName»

Page 2

The purpose of this letter is to notify you of the availability of the Draft Environmental Project Report, a Stage 1 Archaeological Assessment Report and Supplementary Documentation and to request your review and comment. Kindly request that any comments on these documents be provided by Friday, May 27, 2016. The documents are available on the following project website:

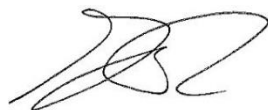
Website: <http://www.407transitway.com/stakeholders/kennedyToBrock/EPR.html>

User Name: reviewer

Password: fw8J_3*m

If you would like further information regarding this project, please feel free to contact the undersigned at 416-235-5255 or via e-mail at graham.derose@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange for a meeting at your earliest convenience.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Larry Sarris, MTO Environmental Planner
Jeffrey David Seibert, Regional Archaeologist
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

Ministry of Transportation

Ministère des Transports

Engineering Office
Central Region
159 Sir William Hearst Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Chef du Bureau de génie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télé. : 416 235-3576



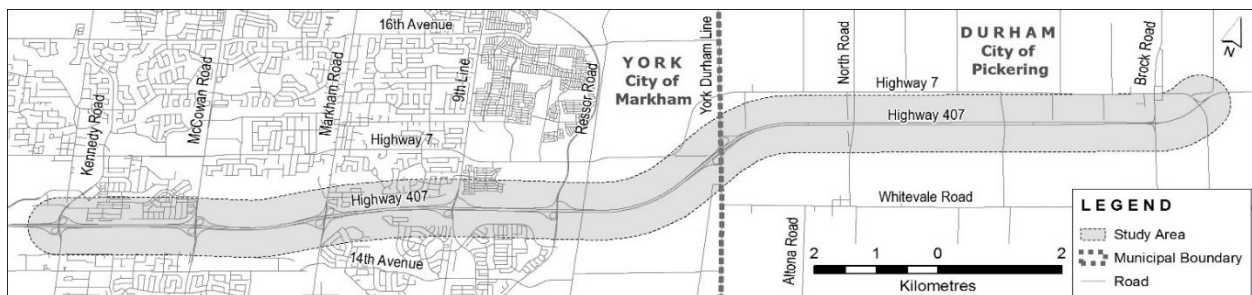
June 6, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Public Information Centre #2 Invitation**

The Ministry of Transportation (MTO) is conducting the Preliminary Design Study for the 407 Transitway from Kennedy Road to Brock Road prior to initiating the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. The preliminary design study includes assessment of the preferred alignment and station locations. The Notice of Commencement for the formal Transit Project Assessment process will be published in local newspapers in the future. A copy of the notices will be mailed to you to notify you of the commencement of the TPAP. The study area is presented below. All information produced as part of this project is available at www.407Transitway.com.



The purpose of this letter is to invite you to the second Public Information Centre (PIC). Please note that the first PIC was held in April 2015 and a letter of invitation was mailed to you and/or your community prior to the PIC. Representatives from your community are cordially invited to attend an informal drop-in session prior to the PIC from 3:00 p.m. to 4:00 p.m. The PIC will be open to the public from 4:00 p.m. to 8:00 p.m. Details of the PIC are presented in the enclosed notice.

As part of this study, the following field investigations as they pertain to the surrounding natural, social and cultural environments were undertaken:

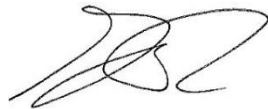
- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
- Terrestrial Ecosystems Report, including ecological land classification (ELC), botanical inventory, migratory bird activity and wildlife activity and habitat.
- A Groundwater Existing Conditions and Impact Assessment Report
- A Stage 1 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

At the completion of the study, an Environmental Project Report (EPR) documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures will be filed for agency and public review. Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you are unable to attend PIC #2 and would like further information regarding the study, please feel free to contact the undersigned at 416-235-5255 or via e-mail at graham.derose@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange for a meeting at your earliest convenience.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Larry Sarris, MTO A/Senior Environmental Planner
Jeffrey David Seibert, Regional Archaeologist
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

Attach



August 26, 2016

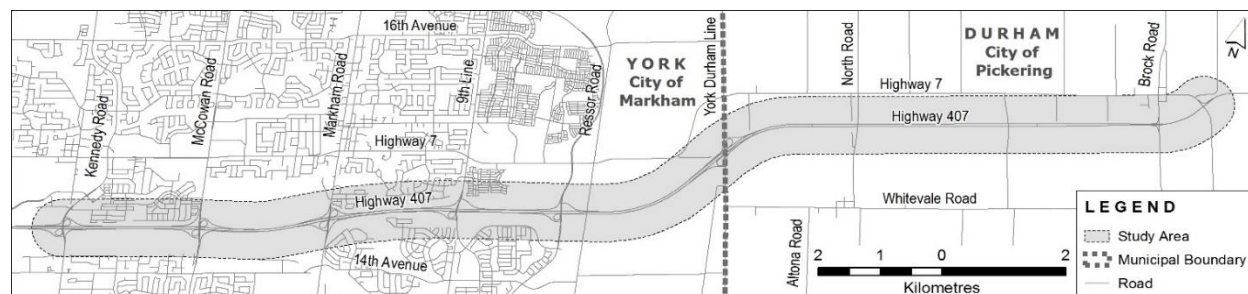
«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Commencement of Transit Process Assessment Process (TPAP)**

The Ministry of Transportation has commenced the Planning and Preliminary Design Study for the 407 Transitway from east of Kennedy Road to east of Brock in August 2014. Since then, the project team has been in contact with agencies and Aboriginal communities informing on the project’s progress, including holding various meetings, invitation to two Public Information Centres held in April 2015 and June 2016 and invitation to review the draft Environmental Project Report (EPR).

MTO is now initiating the Transit Project Assessment Process (TPAP) as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* for this project. The Notice of Commencement of TPAP 120-day consultation period will be published on September 1, 2016 in local newspapers within the study area. A copy of the notice is enclosed. The study area is presented below. All information produced as part of this project is available at www.407Transitway.com.



As part of this study, the following field investigations as they pertain to the surrounding natural, social and cultural environments were undertaken:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
- Terrestrial Ecosystems Report, including ecological land classification (ELC), botanical inventory, migratory bird activity and wildlife activity and habitat.
- A Groundwater Existing Conditions and Impact Assessment Report
- A Stage 1 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

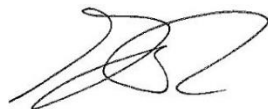
At the completion of the study, the EPR documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures will be finalized and filed for agency and public review.

Notification of submission of the EPR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the EPR.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

The purpose of this letter is to inform you of the commencement of the TPAP for this study. If you would like further information regarding the study, please feel free to contact the undersigned at 416-235-5255 or via e-mail at graham.derose@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange for a meeting at your earliest convenience.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Larry Sarris, MTO Environmental Planner
Jeffrey David Seibert, Regional Archaeologist
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

Attach



ALDERVILLE FIRST NATION
P.O. Box 46
11696 Second Line
Roseneath, Ontario K0K 2X0

Chief: James R. Marsden
Councillor: Dave Mowat
Councillor: Julie Bothwell
Councillor: Angela Smoke
Councillor: Jody Holmes

April 8, 2015

Ministry of Transportation
Planning and Design Section
Central Region- Engineering
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON
M3M 1J8

Attn: Tarita Diczki

**Re: 407 Transitway – Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering
Public Information Centre Invitation Letter**

Dear Tarita,

Thank you for the information to Alderville First Nation regarding 407 Transitway – Kennedy Road to Brock Road which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that Ministry of Transportation recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

Please keep us apprised of any further developments and any environmental, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources

dsimpson@aldervillefirstnation.ca

Communications Officer
Alderville First Nation

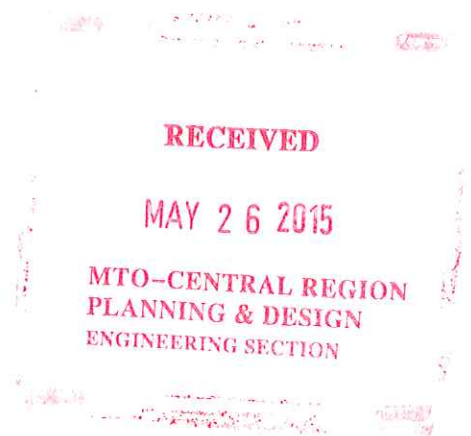
Tele: (905) 352-2662
Fax: (905) 352-3242



Reference: EA#2015-115

Tarita Diczki
MTO Project Manager
Ministry of Transportation, Central Region
Highway Engineering, Tronto/Durham
Building D, 1201 Wilson Avenue
Toronto, ON M3M 1J8

**Re: 407 Transitway Kennedy Road to Brock Road
Regional Municipalities of York and Durham
Ontario Ministry of Transportation**



Dear Tarita Diczki:

Thank you for informing the Ministry of Aboriginal Affairs (MAA) of your project. Please note that MAA treats all letters, emails, general notices, etc. about a project as a request for information about which Aboriginal communities may have rights or interests in the project area.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in the area of the project.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations and/or Métis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological

resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation, that could be impacted by your project. Contact information is below:

Alderville First Nation 11696 Second Line P.O. Box 46 ROSENEATH, Ontario K0K 2X0	Chief James R. Marsden (905) 352-2011 (Fax) 352-3242 jbmarsden@adlervillefirstnation.ca
Curve Lake First Nation 22 Winookeeda Road CURVE LAKE, Ontario K0L 1R0	Chief Phyllis Williams (705) 657-8045 (Fax) 657-8708 chief@curvelakefn.ca
Hiawatha First Nation 123 Paudash Street R.R. #2 KEENE, Ontario K0L 2G0	Chief Greg Cowie (705) 295-4421 (Fax) 295-4424 chief@hiawathafn.ca
Mississaugas of Scugog Island 22521 Island Road PORT PERRY, Ontario L9L 1B6	Chief Kelly LaRocca (905) 985-3337 (Fax) 985-8828 klarocca@mississaugafirstnation.com
Kawartha Nishnawbe First Nation P.O. Box 1432 Lakefield, ON K0L 2H0	Kris Nahrgang (705) 654-4661

For your information, MAA notes that the following Métis community may be interested in your project given the proximity of their community to the area of the proposed project or because of your project's potential environmental impacts:

Oshawa & Durham Region Métis Council 1288 Ritson Road North, Suite 356 Oshawa , ON L1G 8B2	Roger Pilon, President (905) 725-1635
--	--

The Crown has a duty to consult Aboriginal peoples where it contemplates actions that may adversely impact on an existing or asserted Aboriginal or treaty right. Please seek the advice from your Legal Services Branch regarding whether the Crown has a duty to consult with respect to this project.

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC's Consultation and Accommodation Unit (CAU) established a "single window" to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

Yours truly,

A handwritten signature in black ink, appearing to read 'C. Troje', with a stylized flourish at the end.

Corwin Troje
Manager, Ministry Partnerships Unit
Aboriginal Relations and Ministry Partnerships Branch

Government Services Building
22 Winookeeda Street
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

April 14, 2015

Tarita Diczki
1201 Wilson Avenue, 4th Floor Bldg D
Downsview Ontario M3M 1J8

Dear Tarita Diczki,

**RE: 407 Transitway - Kennedy Road to Brock Road
GWP 13-20003**

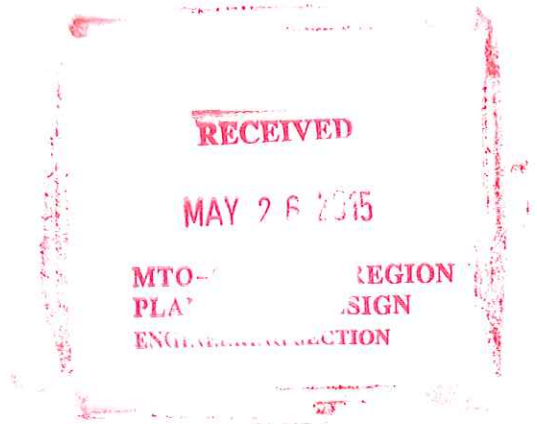
I would like to acknowledge receipt of your correspondence, which was received on 4/8/2015 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaties.

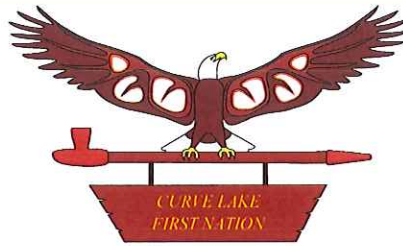
Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation 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. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.



Government Services Building
22 Winookeeda Street
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact our Lands and Resources Consultation Liaisons by email, Melissa Dokis at MelissaD@curvelake.ca , Nathaniel Cummings at NathanielC@curvelake.ca, or by phone at 705-657-8045.

Yours sincerely,

Chief Phyllis Williams
Curve Lake First Nation

Sowel Kang

From: Diczki, Tarita (MTO) [mailto:Tarita.Diczki@ontario.ca]
Sent: Tuesday, May 12, 2015 12:03 PM
To: melanievincent21@yahoo.ca
Cc: Amy Munn (Amy.Munn@parsons.com) <Amy.Munn@parsons.com>; Pearce, Robert J. (MTO) <Robert.J.Pearce@ontario.ca>; Sarris, Larry (MTO) <Larry.Sarris@ontario.ca>; DeRose, Graham (MTO) <Graham.DeRose@ontario.ca>
Subject: 407 Transitway - Kennedy Rd to Brock Rd

Hello Melanie,
Sorry for the delay in responding. Please find attached AutoCad files for the 407 Transitway – Kennedy to Brock study, as requested. Please note that alignments and station footprints are at a preliminary stage and are subject to change. We hope this information helps. Please let me know if you require anything further.
Thank you,

Tarita Diczki, C.E.T., EIT
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region
4th Floor, Building "D"
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel: 416.235.5191
Fax: 416.235.3576
Email: tarita.diczki@ontario.ca

From: Melanie Vincent [mailto:melanievincent21@yahoo.ca]
Sent: April-19-15 11:10 AM
To: Diczki, Tarita (MTO)
Cc: Pearce, Robert J. (MTO)
Subject: 407 Transitway - Kennedy Rd to Brock Rd

Hello, the Huron-Wendat Nation (Grand Chief Konrad Sioui) received the attached public information notice. Since the potential for Huron-Wendat heritage and archeological sites is high in the project area, we would like to request the shapefiles of the projected project area to determine if there are any Huron-Wendat archeological sites. Please let me know if this is possible, thank you!

Mélanie Vincent, M.Sc.AJS
Cell / SMS: (418) 580-4442
melanievincent21@yahoo.ca
Gestion MV Management
Gestion de projets / Project Management



NATION
huronne-wendat



Bureau du
Nionwentsio

Wendake, May 19, 2016

Graham DeRose
Project Manager
Ministry of Transportation, Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto (On) M3M 0B7

By email: graham.derose@ontario.ca

Re: Comments of the Huron-Wendat Nation on the 407 Transitway – Kennedy Road to Brock Road Project

Sir,

Kwe,

First thank you for your letter dated from April 28th on the 407 Transitway Project. The Huron-Wendat Nation (HWN) is pleased to know more about this important project located in the heart of our ancestral lands.

However, we consider that your Ministry should address this project to us as an official consultation as requested by the jurisprudence regarding aboriginal rights.

By this letter, we want to provide you with some input and concerns about the project and its potential effects on our cultural and archaeological sites. Considering that many archaeological sites of extremely high importance are present in the project zone, added to the fact that the potential to uncover additional sites is very high in this area, the engagement of our Nation in this major project is essential. As representatives of a Nation believing in alliances and cooperation, this project represents a great opportunity of continuing to build and reinforcing our mutual relation, understanding of issues, discuss expectations, opportunities, partnerships and solutions.

As noted earlier, we would like to remind you the significant presence of numerous Huron-Wendat historical and archaeological sites in the study area (see attached map). Therefore, any project decisions that could possibly have an impact on those sites will have to be presented, discussed, designed, and built in respect of applicable consultation and accommodation laws and regulations, jurisprudence and cultural rights of the HWN. The HWN has to be involved in any project that could potentially impact his heritage.

Furthermore, we speak for ourselves and our Grand Chief and Council have vehemently repeated that no other First Nations or Aboriginal groups can speak on our behalf or for our ancestors and heritage. Our Council has adopted a resolution on this matter, please see the attached document that we already transmitted to MTO for the purpose of other projects.

Because roads and highway construction requires tremendous work and because a project of such a magnitude can have serious consequences on our heritage, we would like to request that MTO start a meaningful consultation process with our representative shortly.

In the very short term, we would also appreciate receiving a detailed schedule for the upcoming steps of the project.

We ask for an upcoming meeting in the next weeks to start this important process for the Huron-Wendat Nation. We remain available to further discuss about the 407 Transitway Project in a spirit of collaboration. Please receive, Sir, our best regards.

Öpenh!



Louis Lesage, Director
Nionwentsio Office

c.c. : Konrad Sioui, Gr.Chief
Line Gros-Louis, Chief

jp. : Map showing the Huron-Wendat historical and archaeological sites in the study area

**TAKEN FROM THE MINUTES BINDER OF THE CONSEIL
DE LA NATION HURONNE-WENDAT**

CANADA,

VILLAGE DES HURONS, WENDAKE

COPY OF RESOLUTION

NUMBER 6598 SESSION ON June 15, 2015

Were present:

Konrad Sioui	Grand Chief
Jean Vincent	Vice-Grand Chief
Denis "Kalo" Bastien	Family Chief
Sébastien Desnoyers	Family Chief
Line Gros-Louis	Family Chief
René Gros-Louis	Family Chief
Richard Jr Picard	Family Chief
Jean Sioui	Family Chief
Jean-Philippe Sioui	Family Chief
Constance Gros Louis	Secretary

**POSITION OF THE HURON-WENDAT NATION REGARDING THE
ARCHAEOLOGICAL AND CULTURAL HERITAGE OF THE ANCESTRAL
LANDS LOCATED IN ONTARIO**

Whereas the history of the Huron-Wendat people is woven into the fields, lakes and mountains of the Great Lakes at the mouth of the St. Lawrence River;

Whereas when the Europeans arrived in Huronia, which is made up of lands that are now known to be partly located in the province of Ontario, first contact was made with the Huron-Wendat civilisation which had over 100 000 people living in villages surrounded by palisades and according to a livelihood based on agriculture, hunting, fishing and trade;

Whereas it is historically recognised that in Canada, particularly in Quebec and Ontario, the Huron-Wendat form the only recognised indigenous people to bury their dead in ossuaries that can contain hundreds of their ancestors and that these ossuaries were generally located within a kilometre of a Huron-Wendat Village;

Page 1 of 5

TRUE CERTIFIED COPY

ON June 16 2015 Resolution carried
unanimously

Constance Gros Louis

SECRETARY

CONSTANCE GROS LOUIS

**TAKEN FROM THE MINUTES BINDER OF THE CONSEIL
DE LA NATION HURONNE-WENDAT**

CANADA,

VILLAGE DES HURONS, WENDAKE

COPY OF RESOLUTION

NUMBER 6598 SESSION ON June 15, 2015

**POSITION OF THE HURON-WENDAT NATION REGARDING THE
ARCHAEOLOGICAL AND CULTURAL HERITAGE OF THE ANCESTRAL
LANDS LOCATED IN ONTARIO**

Whereas the Huron-Wendat Nation has a sacred duty to ensure the respect for and protection of the archaeological and cultural heritage of the Huron-Wendat ancestral lands in Ontario, formerly known as "Huronion", which notably includes cultural and burial sites for the ancestors of the Huron-Wendat people;

Whereas respect for and protection of these cultural and burial sites of the Huron-Wendat's ancestors constitutes an ancestral right that is protected by article 35 of the Constitution Act of 1982;

Whereas 711 Huron-Wendat archaeological sites have now been identified in southern Ontario, including longhouses, villages and ossuaries, which appear on the map included with this document in the appendices;

Whereas it is estimated that more than 8000 Huron-Wendat archaeological sites have so far been destroyed by development projects in southern Ontario, including the Greater Toronto Area, without the knowledge of the Huron-Wendat Nation and certainly without its consent;

Whereas many private developers and ministries of the Ontario government continue to ignore the archaeological and cultural heritage of the Huron-Wendat Nation and continue to work on valuable sites such as ancient villages and ossuaries without duly consulting with or accommodating the Huron-Wendat Nation;

Whereas pursuant to the Funeral, Burial and Cremation Services Act, SO 2002, c. 33, and the Ontario Regulation 30/11, as amended by the Ontario Regulation 48/15, the Government of Ontario, through the "Registrar" appointed under this law (Registrar), is required to notify, as soon as the origin of a burial site is established, any "representative" of a person whose remains are buried;

Page 2 of 5

TRUE CERTIFIED COPY

ON June 16 2015 Resolution carried
unanimously


SECRETARY

CONSTANCE GROS LOUIS

TAKEN FROM THE MINUTES BINDER OF THE CONSEIL
DE LA NATION HURONNE-WENDAT

CANADA,

VILLAGE DES HURONS, WENDAKE

COPY OF RESOLUTION

NUMBER 6598 SESSION ON June 15 2015

POSITION OF THE HURON-WENDAT NATION REGARDING THE
ARCHAEOLOGICAL AND CULTURAL HERITAGE OF THE ANCESTRAL
LANDS LOCATED IN ONTARIO

Whereas pursuant to the Funeral, Burial and Cremation Services Act, SO 2002, c. 33, site disposition agreements are negotiated and reached with the representatives that have been notified by the Registrar;

Whereas it was recommended by the Ipperwash Inquiry that the provincial government should ensure that the Funeral, Burial and Cremation Services Act, SO 2002 covers (...) "the obligation to consider Aboriginal values if a burial is declared indigenous" and that it "should determine the most effective means of notifying First Nations and Aboriginal peoples regarding plans to excavate Aboriginal burial or heritage sites";

Whereas many researchers, specialists and archaeologists carry out studies, research and conferences on the archaeological sites, ossuaries, heritage and traditional way of life of the Huron-Wendat Nation in Ontario without ensuring that the Huron-Wendat Nation is informed, consulted or accommodated;

Whereas, since 2012, the Huron-Wendat Nation has set up a work team that is supervised by the Chief responsible for the Ontario file in order to ensure the defence and protection of the heritage, rights and interests of the Huron-Wendat Nation in Ontario;

In view of the foregoing, **it is moved** by Family Chief Jean Sioui, **seconded** by Family Chief Richard Jr. Picard, and **resolved** that the Huron-Wendat Nation must continue taking action in order to protect its cultural and ancestral heritage in Ontario;

Page 3 of 5

TRUE CERTIFIED COPY

ON June 16 2015 Resolution carried
unanimously


SECRETARY

CONSTANCE GROS LOUIS

**TAKEN FROM THE MINUTES BINDER OF THE CONSEIL
DE LA NATION HURONNE-WENDAT**

CANADA,

VILLAGE DES HURONS, WENDAKE

COPY OF RESOLUTION

NUMBER 6598 SESSION ON June 15 2015

**POSITION OF THE HURON-WENDAT NATION REGARDING THE
ARCHAEOLOGICAL AND CULTURAL HERITAGE OF THE ANCESTRAL
LANDS LOCATED IN ONTARIO**

Be it also resolved that the Huron-Wendat Nation must always ensure the protection of its archaeological and cultural sites in Ontario, namely by prohibiting the destruction of these sites regardless of the nature of a project or other public and private interests involved;


Be it also resolved that the Huron-Wendat Nation must take a proactive approach to ensure the protection of such sites by informing the Registrar regarding the results of historic and archaeological research in progress and by informing the Registrar of its willingness to act as a representative for these burial grounds for which the Huron-Wendat Nation has or may have a cultural affinity;

Be it also resolved that all necessary measures must be taken to ensure the respect for and protection of the Huron-Wendat cultural and archaeological sites, including burial sites of Huron-Wendat ancestors, as well as compliance by the Ontario government regarding its constitutional obligations to consult with and accommodate the Huron-Wendat Nation, especially with regard to infrastructure and development projects on the traditional territory of the Huron-Wendat Nation, research, studies and conferences on the Huron-Wendat Nation, historical commemorations and any other project that has not been the subject of a specific consultation process with the Huron-Wendat Nation out of respect for its ancestors and its history;

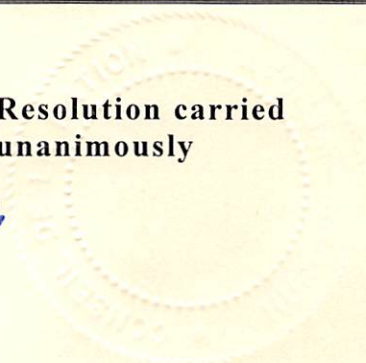
Page 4 of 5

TRUE CERTIFIED COPY

ON June 16 2015 Resolution carried
unanimously


SECRETARY

CONSTANCE GROS LOUIS



TAKEN FROM THE MINUTES BINDER OF THE CONSEIL
DE LA NATION HURONNE-WENDAT

CANADA,

VILLAGE DES HURONS, WENDAKE

COPY OF RESOLUTION

NUMBER 6598 SESSION ON June 15 2015

POSITION OF THE HURON-WENDAT NATION REGARDING THE
ARCHAEOLOGICAL AND CULTURAL HERITAGE OF THE ANCESTRAL
LANDS LOCATED IN ONTARIO

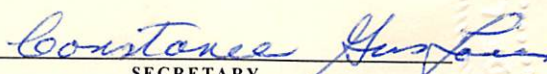
Be it finally resolved to transmit to the Registrar:

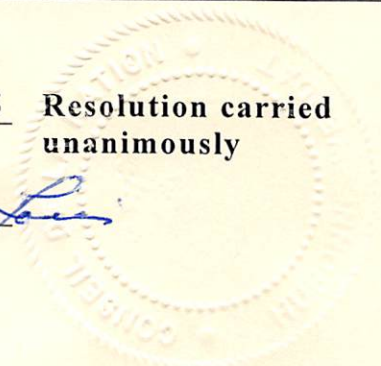
- A letter informing the Registrar of the presence of Huron-Wendat burial sites in Huronia and the representative capacity of the *Conseil de la Nation huronne-wendat* regarding any burial or interment site of Huron-Wendat origin;
- The enclosed Huronia map showing the territory where the Huron-Wendat burial sites are likely to be located and indicating the known sites; and
- A copy of this resolution stating the Nation's position regarding the archaeological and cultural heritage of the Huron-Wendat on its ancestral lands in Huronia, which are now known to be located in Ontario, including the burial sites of Huron-Wendat ancestors.

Page 5 of 5

TRUE CERTIFIED COPY

ON June 16 2015 Resolution carried
unanimously


SECRETARY
CONSTANCE GROS LOUIS



Ministry of Transportation

Engineering Office
Central Region
159 Sir William Hearst Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Ministère des Transports

Chef du Bureau de genie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télec. : 416 235-3576



June 27, 2016

Dr. Louis Lesage
Director, Nionwentsio Office
255, Place Chef Michel Laveau
Wendake, QC
G0A 4V0

GWP#13-20003
Class : TPAP

Dear Dr Lesage:

**RE: 407 Transitway – East of Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your email and attached letter dated May 19, 2016. As you are aware, the Ministry of Transportation (MTO) is conducting a Planning and Preliminary Design study for the 407 Transitway from east of Kennedy Road to Brock Road. The 407 Transitway within this section includes five stations: Markham Road, Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station. Three additional sites are being protected for potential future transit purposes and/or environmental compensation. The 407 Transitway is planned to be implemented as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

Currently, we are conducting the Preliminary Design stage for this project and working towards obtaining approval under the *Environmental Assessment Act*, Ontario Regulation 231/08, *Transit Projects and Metrolinx Undertakings*.

Environmental technical studies were conducted in 2015 as part of the Preliminary Design, which include:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
- Terrestrial Ecosystems Report, including ecological land classification (ELC), botanical inventory, migratory bird activity and wildlife activity and habitat.
- A Stage 1 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

Dr. Louis Lesage

Page 2

No additional environmental or archaeological work is scheduled to be taken at this time.

Please note that these reports can be downloaded from the project website below for your review.

Website: <http://www.407transitway.com/stakeholders/kennedyToBrock/EPR.html>

User Name: reviewer

Password: fw8J_3*m

To obtain approval under Regulation 231/08, we are required to follow the Transit Project Assessment Process (TPAP). Please note that the Transit Project Assessment Process (TPAP) has not been initiated to date, but plans are in place to commence the process in the near future. As noted in my previous letter, a Notice of Commencement of TPAP will be published in local newspaper and a letter of notification will be sent to you to inform you of the start of TPAP.

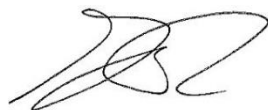
The Environmental Project Report (EPR) will be documenting the results of the Preliminary Design and meet the requirements of the TPAP. It will contain commitments for future work during the Detail Design stage of this project. A draft of the EPR is also available in the project website (see above) for your review.

Please note the purpose of this study is to project the necessary property requirements and the construction of the 407 Transitway (in its entirety) is currently not funded. Detail design has also not been scheduled at this time.

Someone from MTO will call you in the near future to discuss the project further.

Please feel free to contact me at 416-235-5255 or via e-mail at graham.derose@ontario.ca.

Sincerely,



Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Larry Sarris, MTO Environmental Planner
- Jeffrey David Seibert, Regional Archaeologist
- Khaled El-Dalati, Parsons
- Grant Kauffman, LGL Limited



MINUTES OF MEETING

MTO, Huron-Wendat Nation

Re: Highway 407 Transitway from Kennedy Road to Brock Road

HELD ON: **Date:** Tuesday, September 27, 2016
Time: 10:00 a.m. – 11:30 a.m.
MTO Office – 1st Floor Executive Boardroom (159 Sir William Hearst Ave.)

ATTENDEES: Graham DeRose (GD)
Larry Sarris (LS)
Jeffrey-David Seibert (JS)
Leslie Currie (LC)
Barbara Brownlee (BB)
of: MTO

Louis Lesage (LL)
Mélanie Vincent (MV)
Maxime Picard (MP)
of: Huron Wendat Nation

No.	Item	Action
1.	<p>Introductions and Highway 407 Transitway Project</p> <ul style="list-style-type: none"> – Roundtable introductions. – An overview of the approximately 150 km 407 Transitway Project was provided, including the need/justification and study objectives. The entire section of the Transitway is divided into segments, at different stages of the Environmental Assessment (EA) process. Currently, the Central Section from east of Highway 400 to Kennedy Road has EA approval to a Preliminary Design level of detail (2011). – LL inquired on how long it will take to complete all of the EAs along the 407 Transitway corridor. It was noted that they will likely be completed by 2021. – The key objectives of these EAs are to protect land for a Transitway facility to be implemented in the future. Currently there is no specific timing or funding to construct the facility. – The Huron-Wendat Nation requested copies of the Stage 1 archaeological assessment for the Central Section. – The focus of this presentation was to discuss the EA from east of Kennedy Road in the City of Markham (York Region) to Brock Road, in the City of Pickering (Durham Region). – GD noted that all Transitway studies are available on the project website: 407Transitay.com. 	MTO
2.	<p>Transit Project Assessment Process and Consultation</p> <ul style="list-style-type: none"> – LS provided an overview of the EA process under Ontario Regulation 231/08 (Transit Project and Metrolinx Undertakings), including the Addendum process as documented in the regulation. – Since the outset of the Kennedy Road to Brock Road study in May, 2014, the project team has contacted several First Nations through commencement letters, invitations to two (2) Public Information Centres (PICs), notification of draft Environmental Project Report (EPR) review, as well as the initiation of the 120-consultation period, which commenced on September 1, 2016. 	

No.	Item	Action
3.	<p>Preferred Alignment and Station Configuration</p> <ul style="list-style-type: none"> – MTO noted that the current Preliminary Design includes five (5) stations: Markham Road, 9th Line, Donald Cousens, Whites Road, and Brock Road. In addition, three (3) sites are being protected as either future Transitway infrastructure or environmental compensation/overall benefit. These stations include McCowan, York-Durham, and Rossland. – The York-Durham protected station site is within the Rouge National Urban Park so there is interest from Parks Canada to include access to the parklands. – The 407 Transitway alignment will run parallel to the south side of Highway 407. The design will maintain the existing span lengths of watercourse crossings along existing Highway 407. At the request of Parks Canada, the Rouge River span will be wider to accommodate a future trail/wildlife movement. 	
4.	<p>Environmental Impacts and Prescribed Mitigation</p> <ul style="list-style-type: none"> – LS provided an overview of the potential environmental impacts and prescribed mitigation measures with respect to the natural, social, economic, and cultural environments. – It is noted that for the Kennedy to Brock assignment, a Stage 1 Archaeological Assessment has been completed. The final EPR will commit to further Archaeological Assessments during Detail Design. – LL questioned whether Species at Risk (SAR) were found within the corridor. MTO noted that discussions with other agencies have confirmed the presence of Redside Dace within several of the watercourse crossings. There is also the likelihood of terrestrial SAR that may be impacted but these will need to be re-assessed during Detail Design. – MTO confirmed that all environmental field investigations have been completed for the segment between Kennedy to Brock, with the exception of the Air Quality Impact Assessment (AQIA), which is currently being completed. 	
5.	<p>Huron-Wendat Nation Concerns</p> <ul style="list-style-type: none"> – Huron-Wendat Nation requested to be involved with all archaeological assessments before they are completed. They would like to be involved in the early stages of a study prior to the assessments being completed and would prefer to participate in the planning process. – One long term goal would be the eventual creation of a HW archaeological consulting company to do some of the HW site excavations themselves. – In addition to archaeology, the Huron-Wendat would like to be involved in completing wildlife assessments for the Ministry as part of a pilot/partnership project with the MTO. – LC noted that there is an Aboriginal Procurement Program in place for these types of partnerships and that MTO will continue to liaise with the Huron-Wendat on procurement opportunities. – LC confirmed that she would arrange a presentation with MTO Eastern Region with the Wendake Construction group as well as OTERA. – MTO to keep HW businesses in mind regarding small projects that could be considered under the Aboriginal Procurement Program. 	MTO



HIAWATHA FIRST NATION
123 Paudash Street
Hiawatha, ON K9J 0E6

Chief:	Greg Cowie
Councillor:	Kirk Edwards
Councillor:	Lorne Paudash
Councillor:	Trisha Shearer
Councillor:	Art Vowles
Councillor:	Katie Wilson

April 29, 2016

Dear Graham DeRose:

Thank you for the information you sent to Hiawatha First Nation regarding GWP 13-20003 407 Transitway – Kennedy Rd. to Brock Rd. which is being proposed within Hiawatha First Nation's Traditional and Treaty Territories. Hiawatha First Nation appreciates that the Ministry of Transportation and Metrolinx recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process. The correspondence Hiawatha First Nation has received is not considered meaningful consultation but rather information sharing.

As per the Hiawatha First Nation Consultation Protocol, your proposed project is deemed to have little, if any, impact on Hiawatha First Nation's traditional territory and/or rights. Please keep us apprised of any updates, archaeological findings, and/or of any environmental impacts, should they occur. Hiawatha First Nation requests you contact us if archaeological artifacts are found as we require our trained archaeological liaisons be present at the archaeological sites during the assessments. We also ask that you forward any archaeological reports to Hiawatha First Nation as they are completed. Any maps pertaining to the project should be sent to Hiawatha First Nation in a shape file.

Hiawatha First Nation reserves the right to provide additional comment should further development result in additional potential impact on our traditional territory and rights. Please be aware that while we request to be kept apprised throughout all phases of this project, we may not always have representation at all stakeholders meetings.

Further correspondence may be directed to my attention at the mailing address above or the e-mail address below.

Sincerely,

Tom Cowie
Core Consultation Worker
Hiawatha First Nation

tcowie@hiawathafn.ca
Tele: (705) 295-7773
Fax: (705) 295-7131



May 12, 2016

Graham DeRose
Project Manager
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON. M3M 0B7
Graham.derose@ontario.ca

Dear Mr. DeRose,

We are the Mississaugas of the New Credit First Nation (MNCFN), the descendants of the Mississaugas of the River Credit. Our traditional territory extends from the Rouge River Valley in the east, across to the headwaters of the Thames River, down to Long Point on Lake Erie, and back along the shores of Lake Erie, the Niagara River, and Lake Ontario to the Rouge River Valley. It encompasses present-day London, Hamilton, and Toronto, as well as our communal lands. Our traditional territory has defined and sustained us as a First Nation for countless generations, and must continue to do so for all our generations to come.

Thank you for your notification *on the 407 Transitway – Kennedy Road to Brock Road Planning and Preliminary Design Study G.W.P. 13-20003 dated May 2, 2016*. The Mississaugas of New Credit First Nation (MNCFN) has a **high level of concern** related to this project's potential impacts on MNCFN's interests. We believe that a substantive consultation process which may include a formal consultation agreement is required for this project and therefore request to meet with you as soon as possible. We will be requesting capacity funding for pre-consultation review and additional funding if we determine our full participation will be required during the project approvals and permitting process. **In addition, we respectfully ask you to immediately notify us if there are any changes to the project as they may impact MNCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports.**

Additionally, MNCFN employs Field Liaison Representatives ("FLRs") to act as official representatives of the community and who are answerable to MNCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs' mandate is to ensure that MNCFN's perspectives and priorities are considered in the field and to enable MNCFN to provide timely, relevant, and meaningful comment on the Project. Therefore, **it is MNCFN**

policy that FLRs are on location whenever any fieldwork for environmental and/or archaeological assessments are undertaken. It is expected that the proponent will cover the costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MNCFN FLRs.

For further information please see our website, <http://www.newcreditfirstnation.com/>.

The Mississaugas of the New Credit First Nation has various treaty rights across its traditional territory, including the area contemplated for development of your project. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap, and gather species of plants, animals and insects for any purpose including for food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MNCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982, of any other First Nation.

MNCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MNCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MNCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MNCFN
- Demonstrate a respect for MNCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.

Sincerely,

Fawn D. Sault
Consultation Manager
MNCFN Department of Consultation and Accommodation

cc – Mark LaForme; Director, Department of Consultation and Accommodation

Ministry of Transportation

Engineering Office
Central Region
159 Sir William Hearst Avenue
4th Floor
Toronto ON M3M 0B7
Tel: 416 235-5255
Fax: 416 235-3576

Ministère des Transports

Chef du Bureau de genie
Région du Centre
159, avenue Sir William Hearst
4^e étage
Toronto ON M3M 0B7
Tél. : 416 235-5255
Télééc. : 416 235-3576



June 27, 2016

Ms. Fawn Sault
Consultation Manager
Mississaugas of the New Credit First Nation
2789 Mississauga Road
R.R. #6
Hagersville, Ontario
N0A 1H0

GWP#13-20003
Class: TPAP

Dear Ms Sault:

**RE: 407 Transitway – East of Kennedy Road to Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your email and attached letter dated May 12, 2016. As you are aware, the Ministry of Transportation (MTO) is conducting a Planning and Preliminary Design study for the 407 Transitway from east of Kennedy Road to Brock Road. The 407 Transitway within this section includes five stations: Markham Road, Station, Ninth Line Station, Donald Cousens Parkway Station, Whites Road Station and Brock Road Station. Three additional sites are being protected for potential future transit purposes and/or environmental compensation. The 407 Transitway is planned to be implemented as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

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- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
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- A Stage 1 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

No additional environmental or archaeological work is scheduled to be taken at this time.

Please note that these reports can be downloaded from the project website below for your review.

Website: <http://www.407transitway.com/stakeholders/kennedyToBrock/EPR.html>

User Name: reviewer

Password: fw8J_3*m

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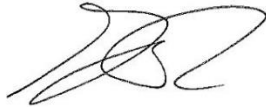
Please note the purpose of this study is to project the necessary property requirements and the construction of the 407 Transitway (in its entirety) is currently not funded. Detail design has also not been scheduled at this time.

We are interested in meeting with you to discuss further in the month of July. Someone from MTO will be in contact with you to set up a meeting at your convenience.

Ms. Fawn Sault
Page 3

Please feel free to contact me at 416-235-5255 or via e-mail at graham.derose@ontario.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. DeRose', with a stylized flourish at the end.

Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region

- c. Mark Laforme, MNCFN Director, Department of Consultation and Accommodation
Larry Sarris, MTO Environmental Planner
Jeffrey David Seibert, Regional Archaeologist
Khaled El-Dalati, Parsons
Grant Kauffman, LGL Limited

407 TRANSITWAY

EAST OF KENNEDY ROAD TO BROCK ROAD

Presentation to Mississaugas of New Credit



PROJECT WEBSITE: 407Transitway.com

DECEMBER 1, 2016



What is the 407 Transitway?



- Exclusive corridor, fully grade separated rapid transit (Bus Rapid Transit or Light Rail Transit) parallel to Highway 407.
- The 407 Transitway will connect Burlington to Oshawa, a length of 150 km, with up to 50 surface stations.
- Project limits are East of Kennedy Road to Brock Road spanning a total distance 18 km with 4 to 8 stations.
- The 407 Transitway Environmental Assessment (to Preliminary Design) Highway 400 to East of Kennedy Road (Central Section) has received environmental approvals.
- The 407 Transitway Brock Road to Highway 35/115 has received Environmental Assessment Route Planning acceptance.



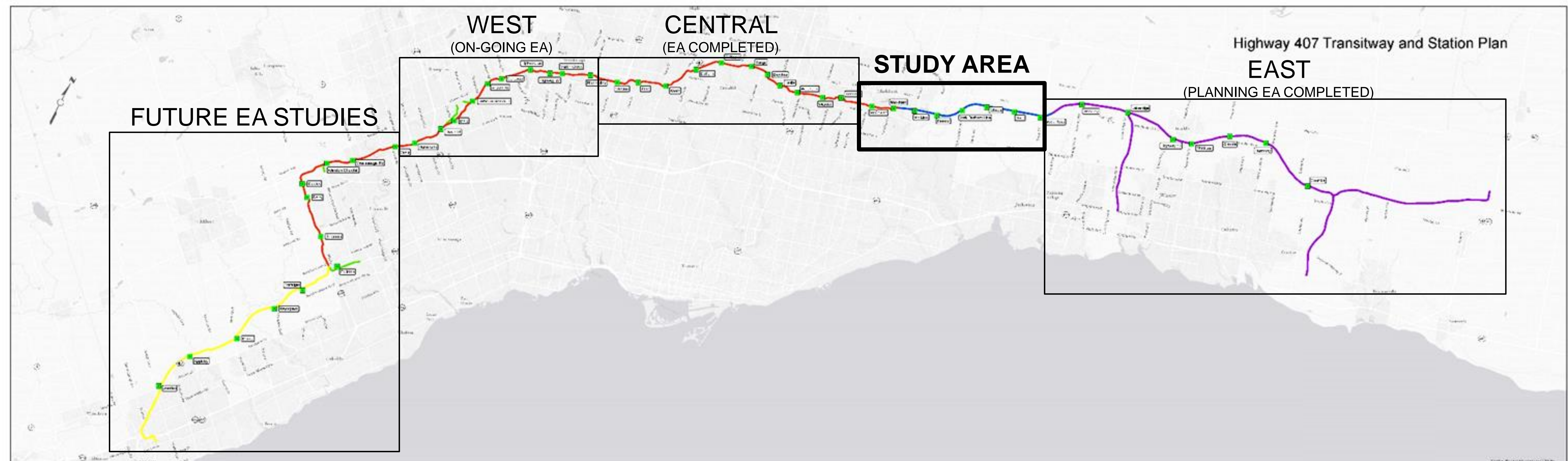
Ottawa BRT



Brisbane BRT

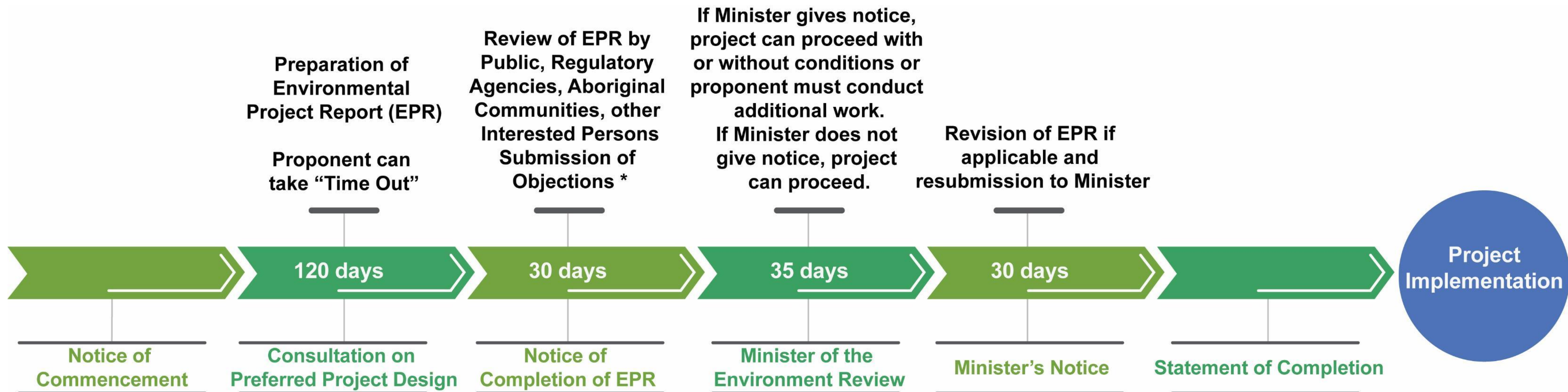
Examples of BRT Systems

- Enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand.
- Offer a viable, cost-effective way of moving people in the Highway 407 corridor.
- Improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other nodes of high demand, such as: Vaughan City Centre, Richmond Hill Centre and Markham Centre, future Seaton Development, York University, Humber College, University of Ontario Institute of Technology, Durham College, Pearson International Airport, potential future Pickering Airport.
- Improve integration with regional transportation network – connection to Spadina Subway, future Yonge Subway, GO Milton; Barrie, Richmond Hill and Stouffville rail lines; TTC, Peel, York and Durham Transit.
- Reduce automobile dependence and green house gas emissions.
- Identify land protection requirements for Transitway infrastructure.



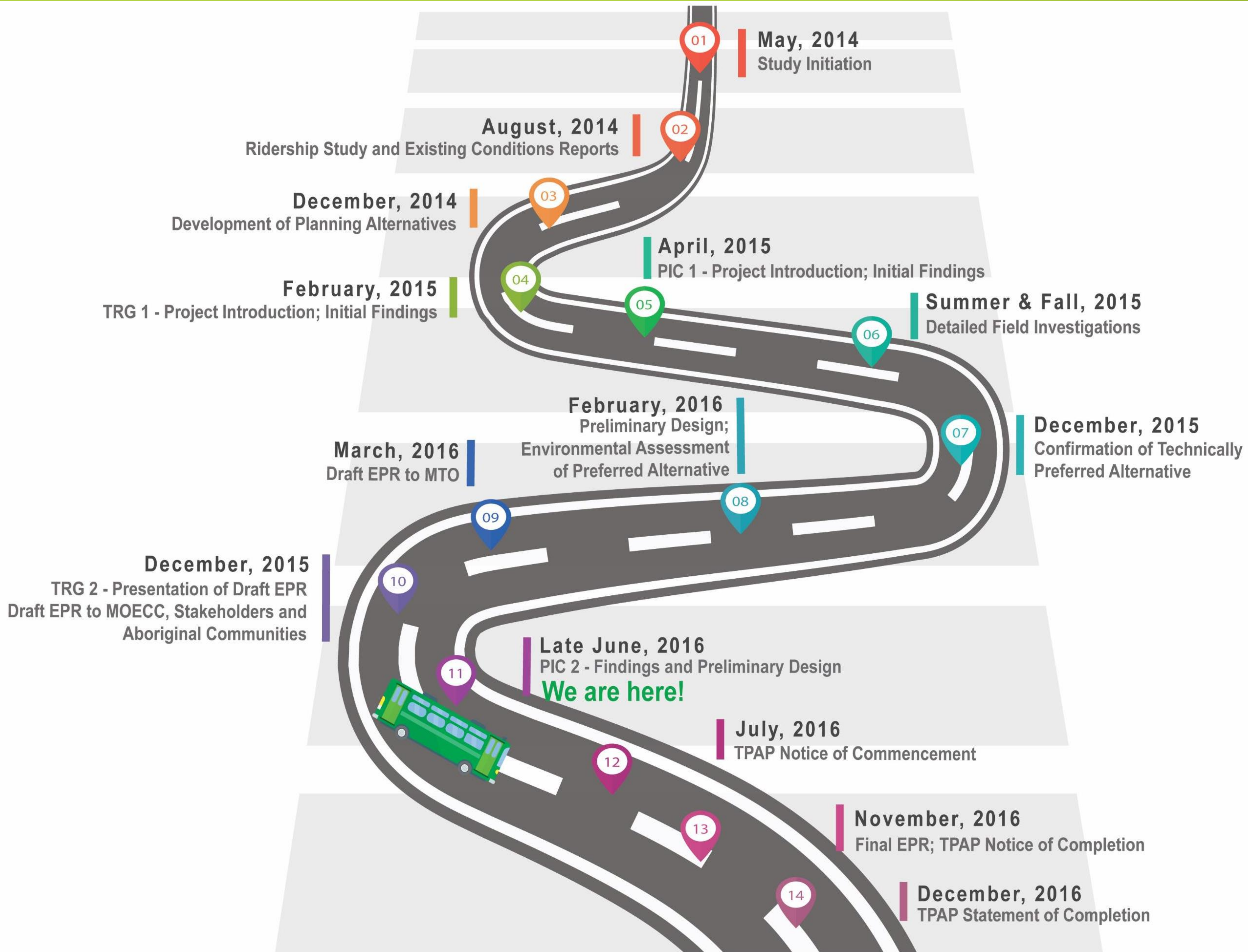
407 Transitway Complete Configuration

The 407 Transitway study was developed in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings – Transit Project Regulation) under the *Environmental Assessment Act*. The outline of the Transit Projects Assessment Process is presented below:



* If an objection is made, the Minister of the Environment and Climate Change (MEOCC) can only act if there is a potential negative impact on a matter of provincial importance relating to the natural environment, or cultural heritage value or interest, or a constitutionally protected Aboriginal or treaty right.

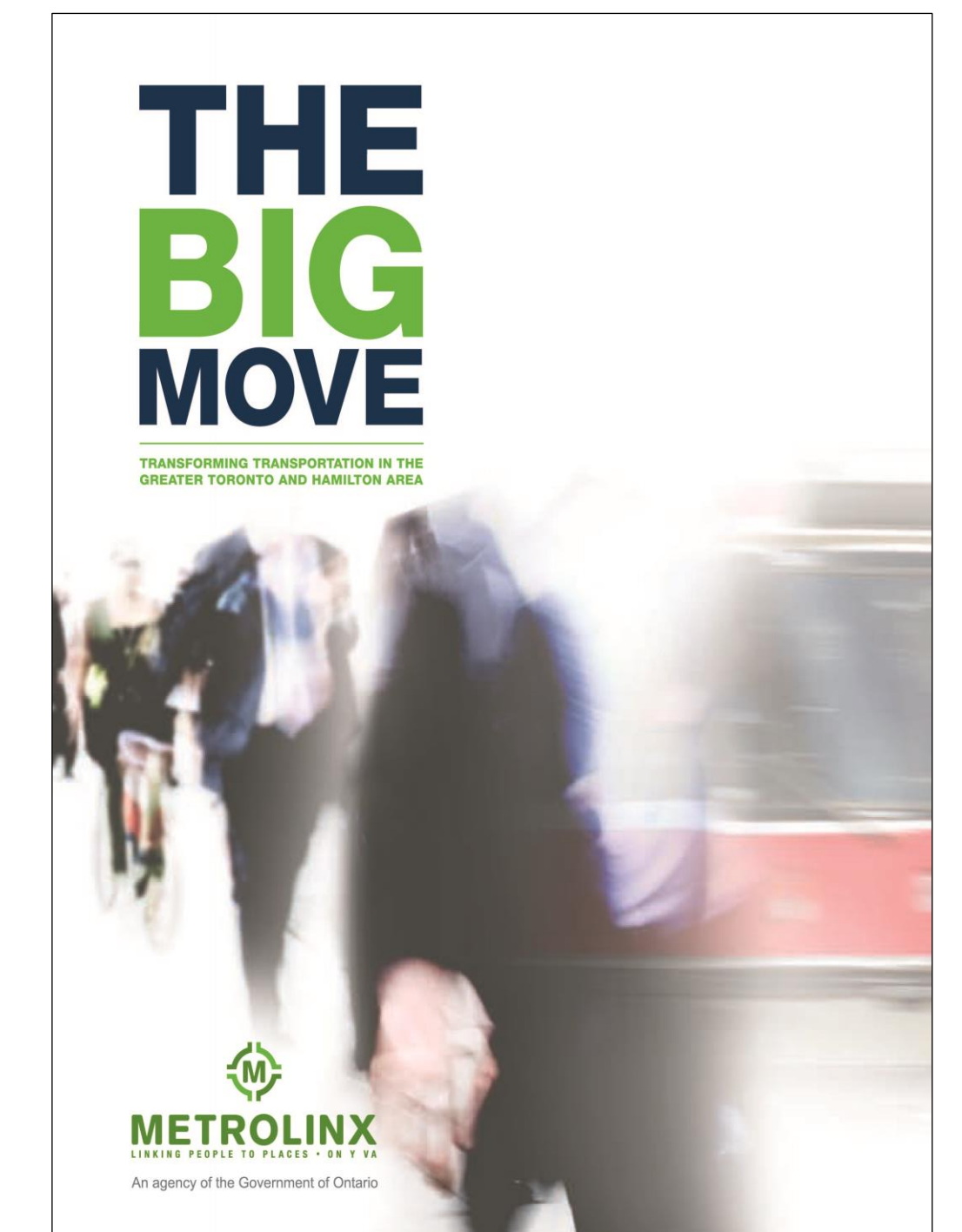
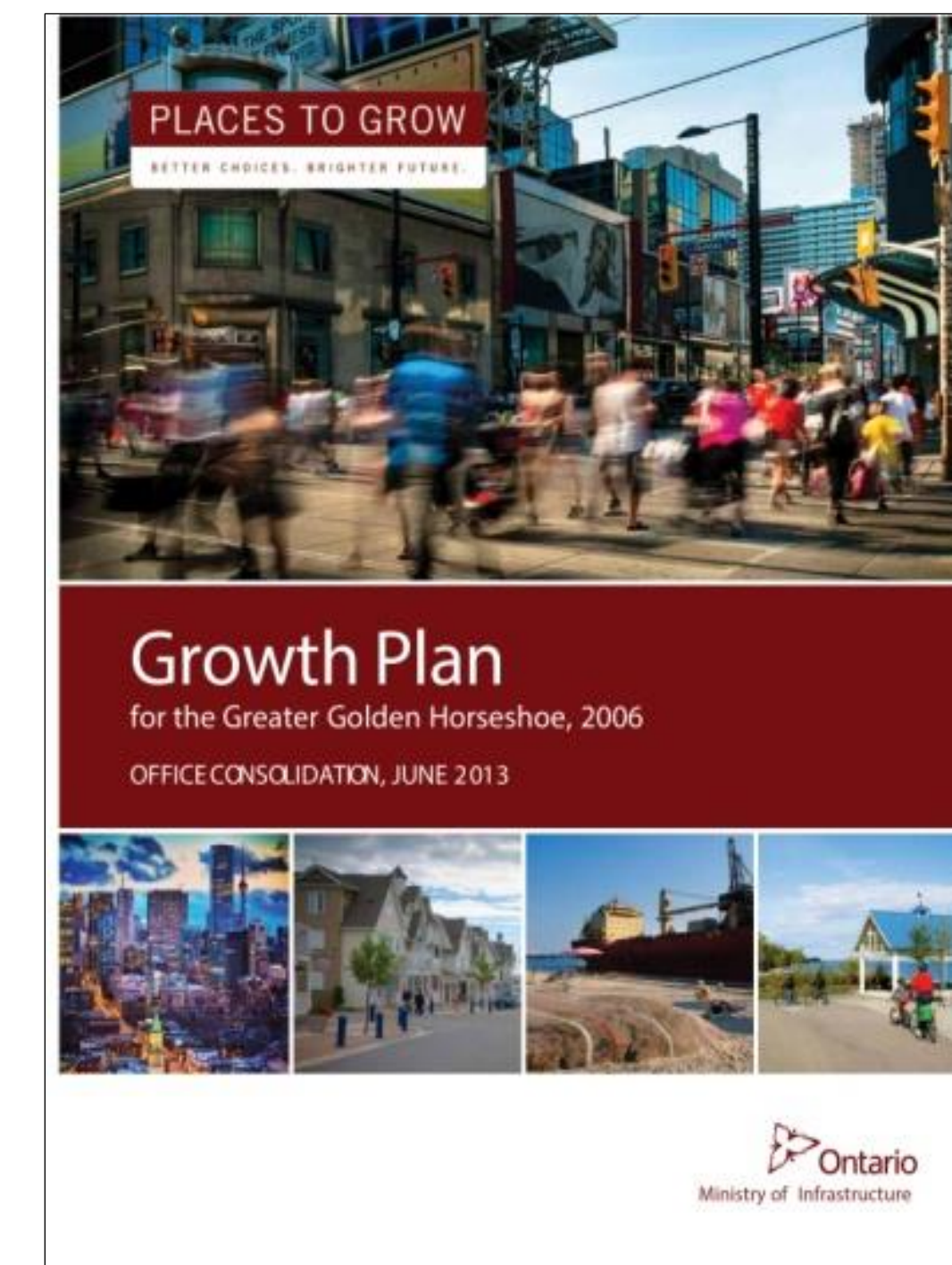
Schedule



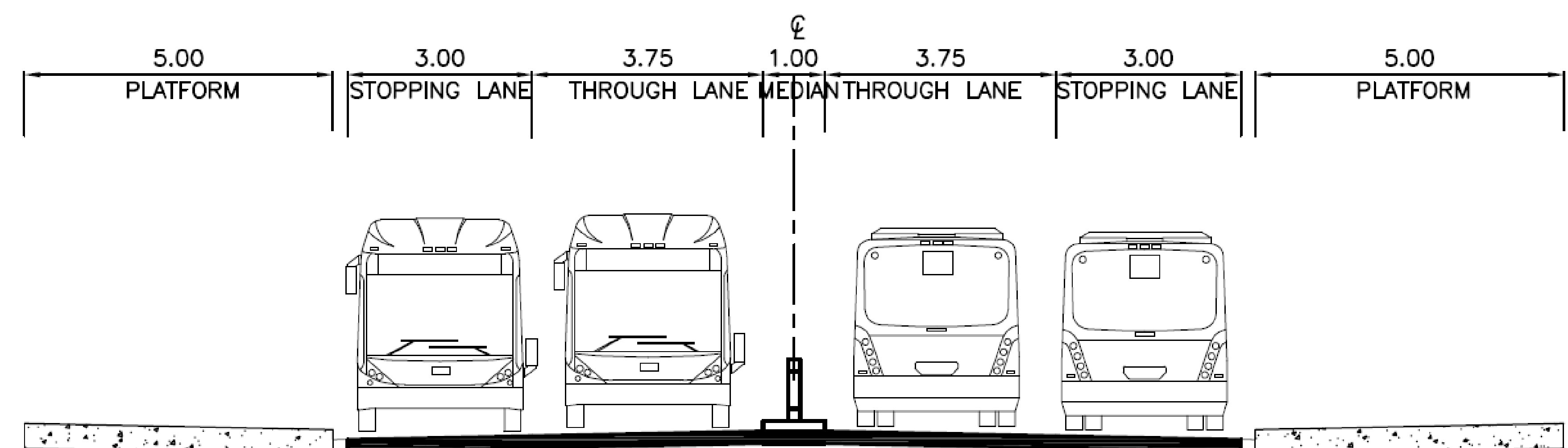
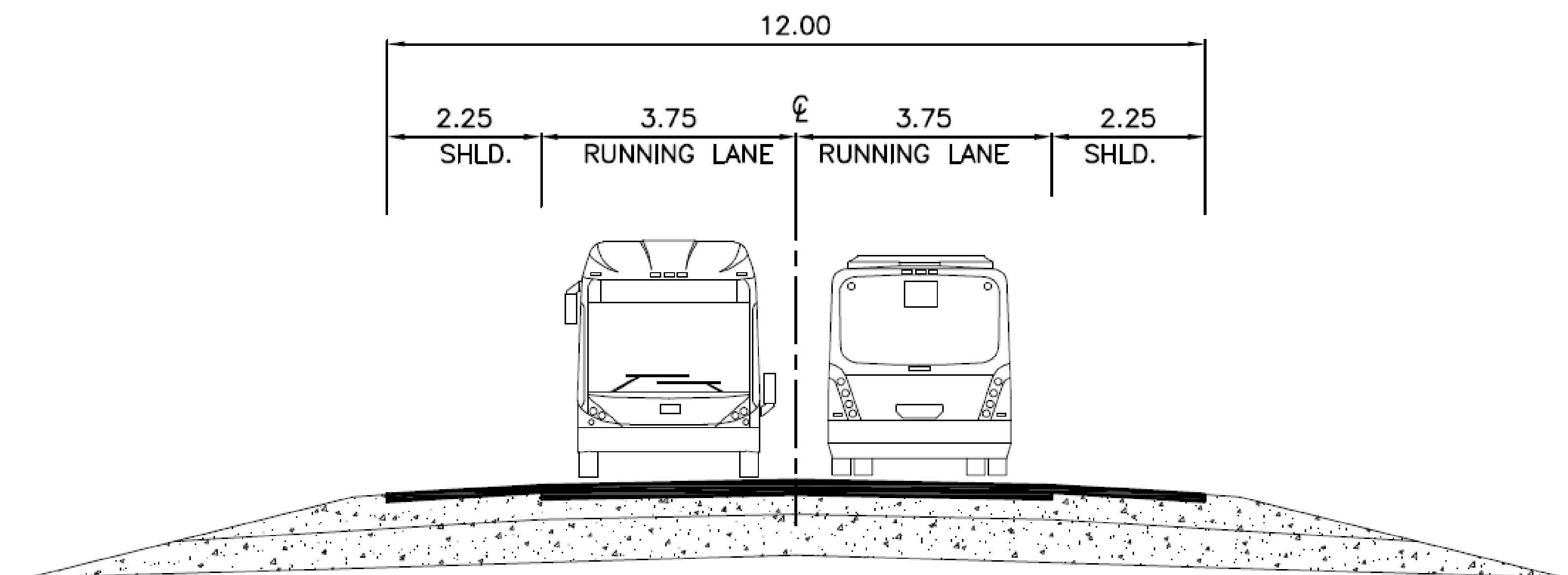
What is Driving This Study?



- Rapid transit on the 407 Transitway will support Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) policies
- The 407 Transitway was identified in *The Metrolinx Big Move Plan* as a critical component of the regional transportation network connecting Durham, York, Peel and Halton Regions
- A number of emerging developments in Durham and York Region will support base ridership and benefit from rapid transit service including:
 - The Seaton Community in Northern Pickering which is anticipated to add 30,000 jobs and 70,000 residents
 - A future York University campus in Markham with projected enrollment of 10,000-20,000 students
 - The proposed Pickering Airport which is directly adjacent to the 407 Transitway
 - Residential and employment development that will occur along the future Highway 407 East from Brock Road to Highway 35/115

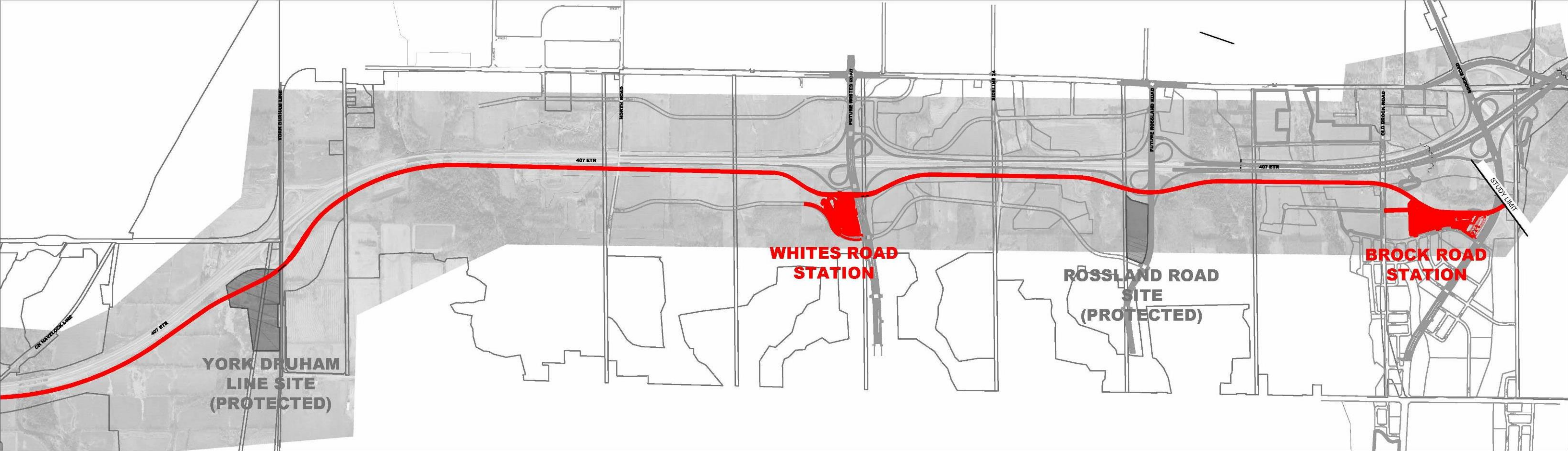
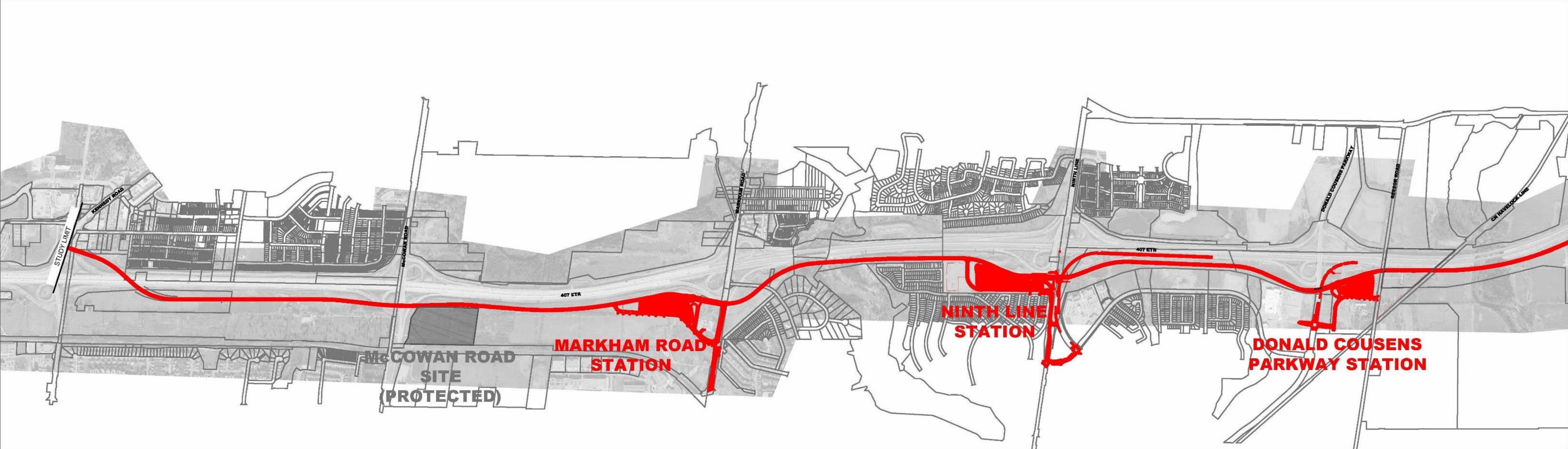


- The design will protect for BRT or LRT operation.
- Infrastructure includes runningway (accommodating both BRT & LRT standards), and stations (park and ride, passenger pick-up/drop-off and transit interface facilities).
- Runningway BRT cross-section
 - Between Stations – 12 m
(2 x 3.75m lanes + 2 x 2.25m shoulders)
 - Through Stations – 14 m
(2 x 3.75m lanes + 2 x 3m stopping lanes)
- 11 Overpasses & 6 Underpasses

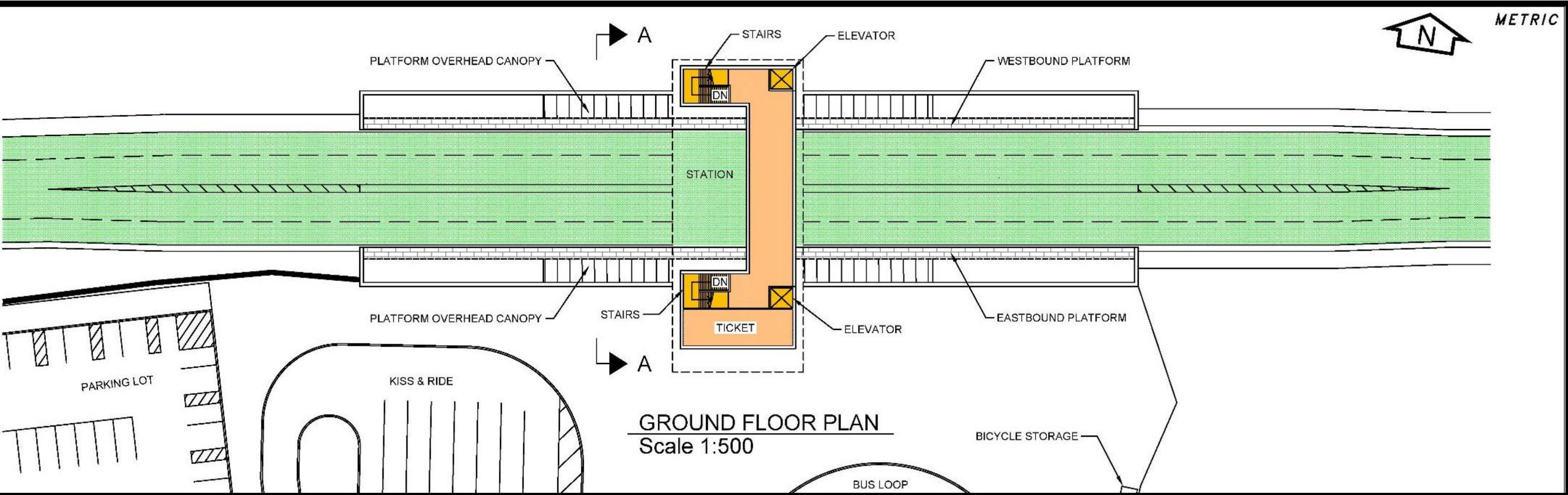
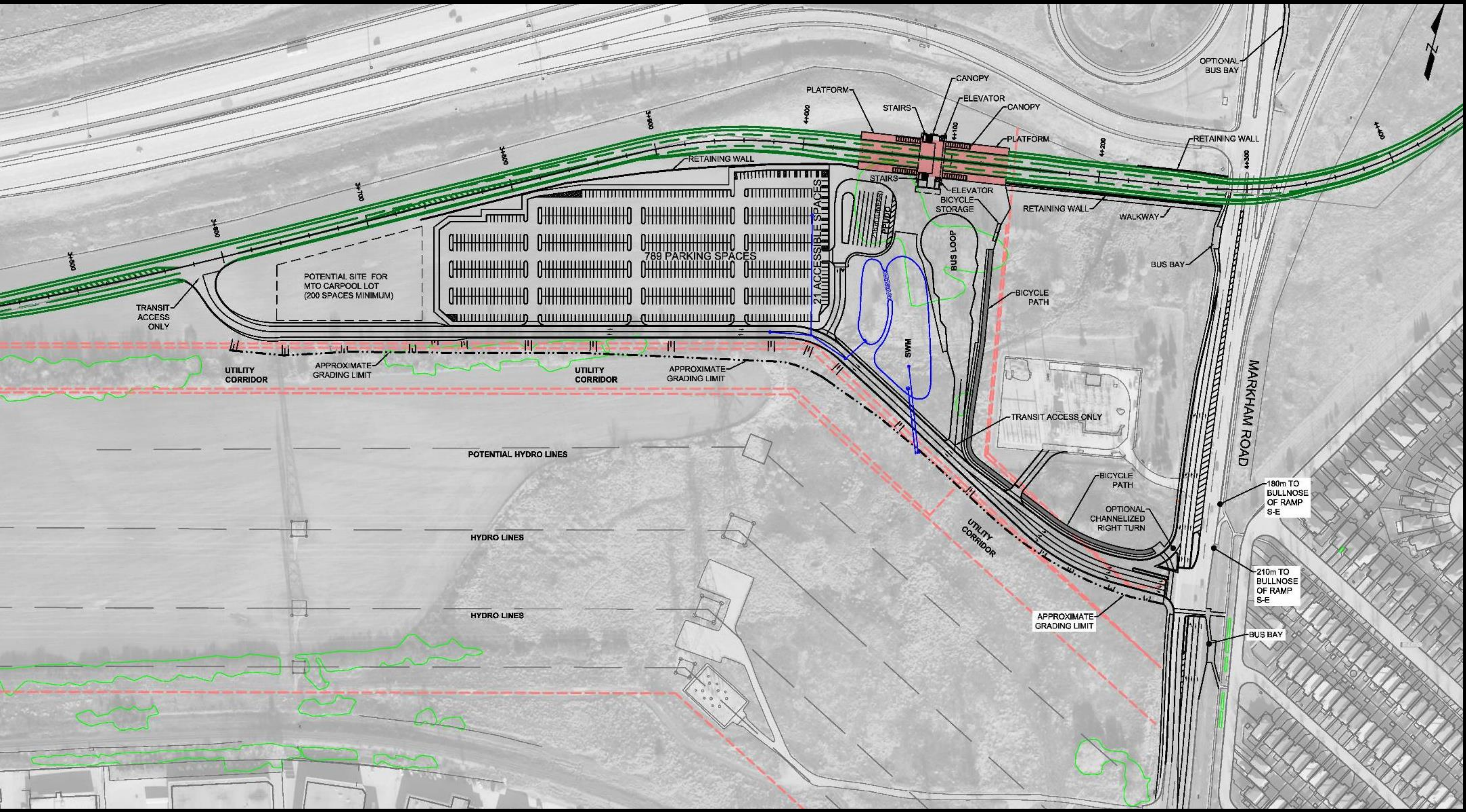


Example of a BRT System

Preferred Alignment and Station Configuration



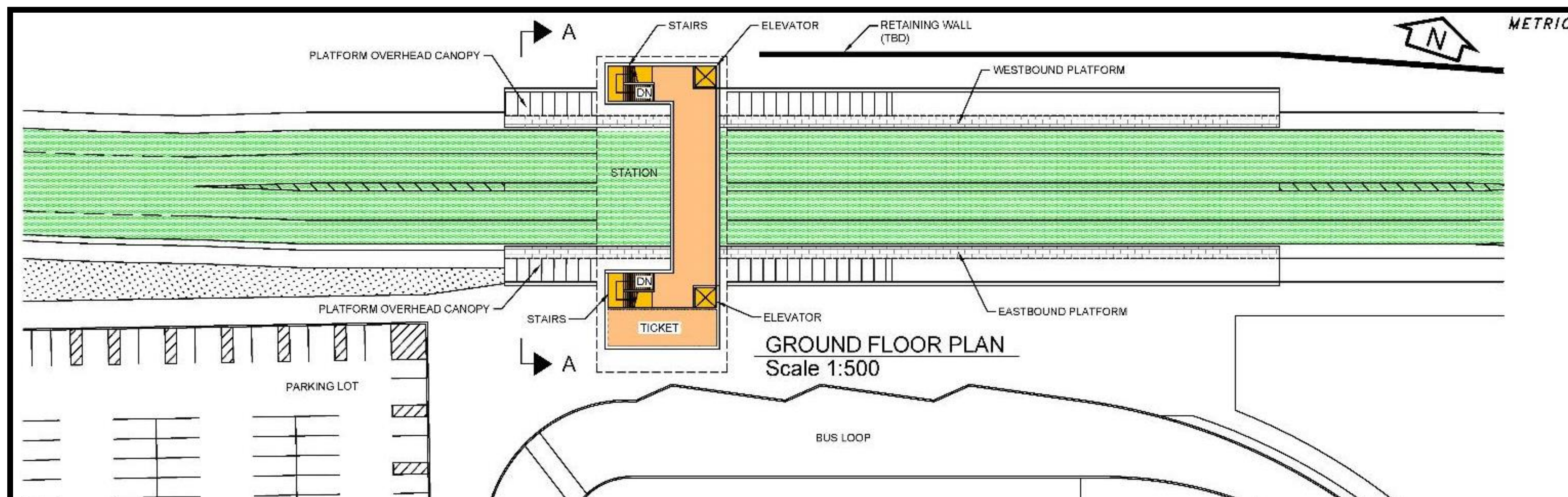
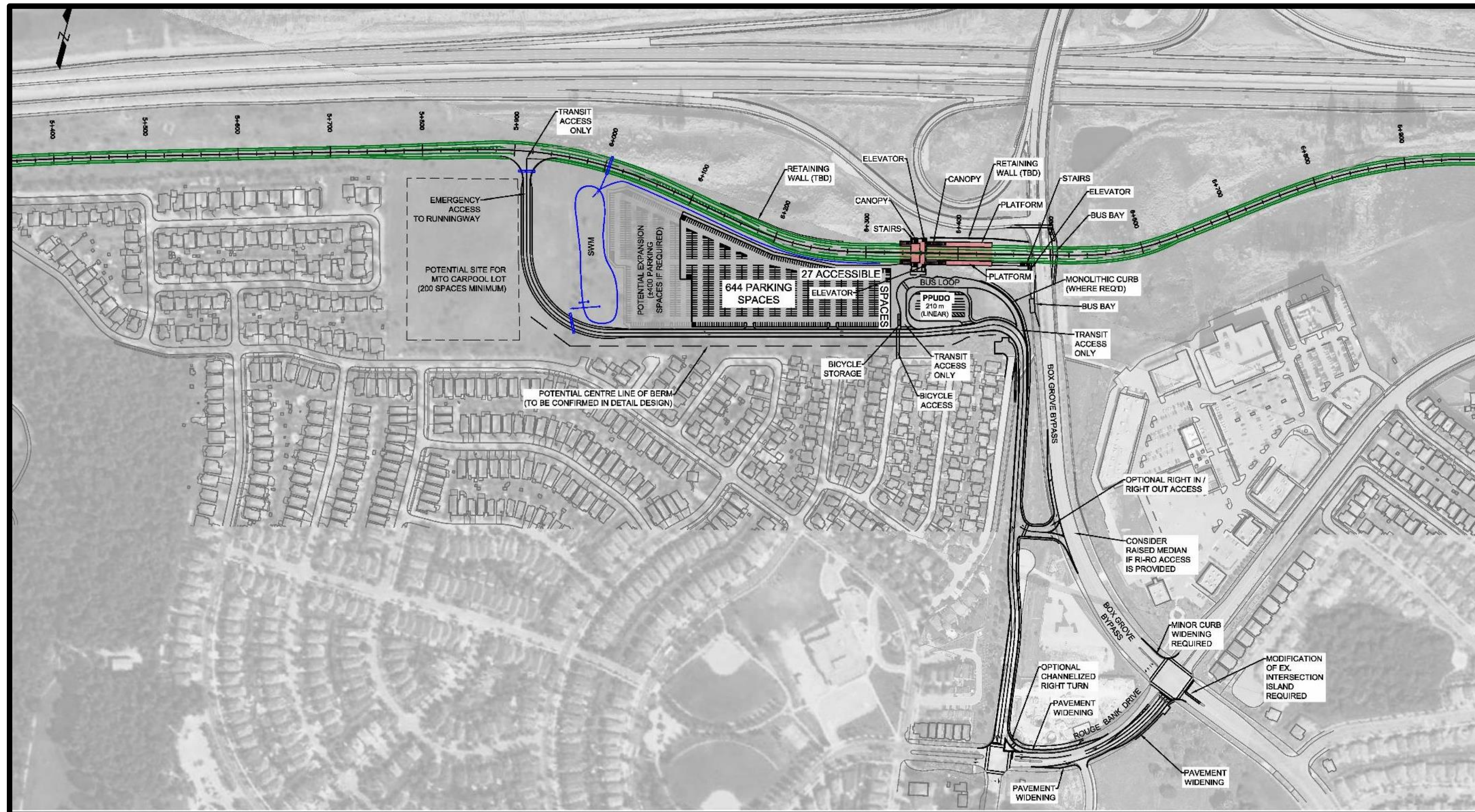
Preferred Alternatives Markham Road Station



Station Characteristics

- Station on Provincial lands designated for transportation and utility purposes.
- Station platform located within 150m of Markham Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and agricultural meadows.

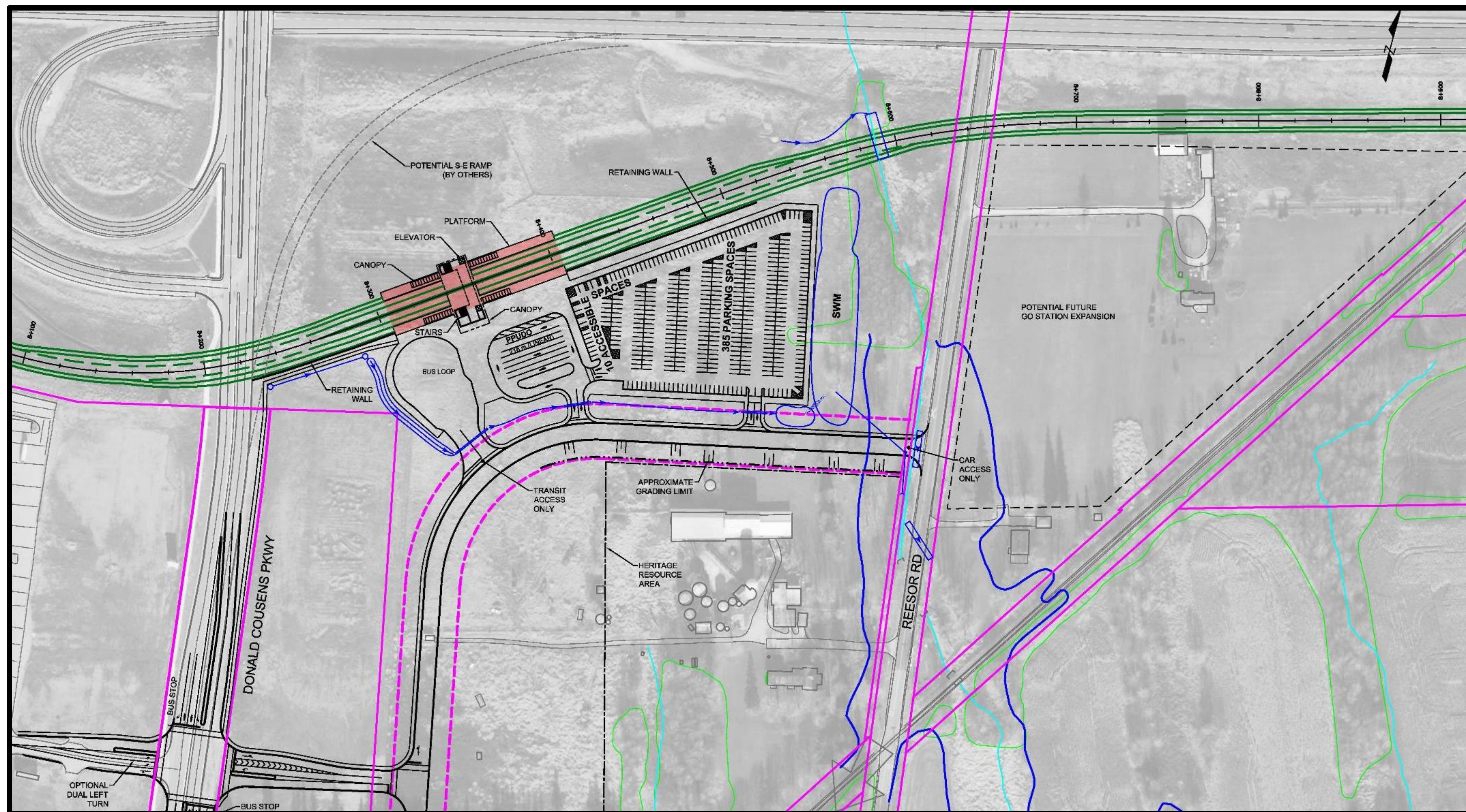
Preferred Alternatives Ninth Line Station



Station Characteristics

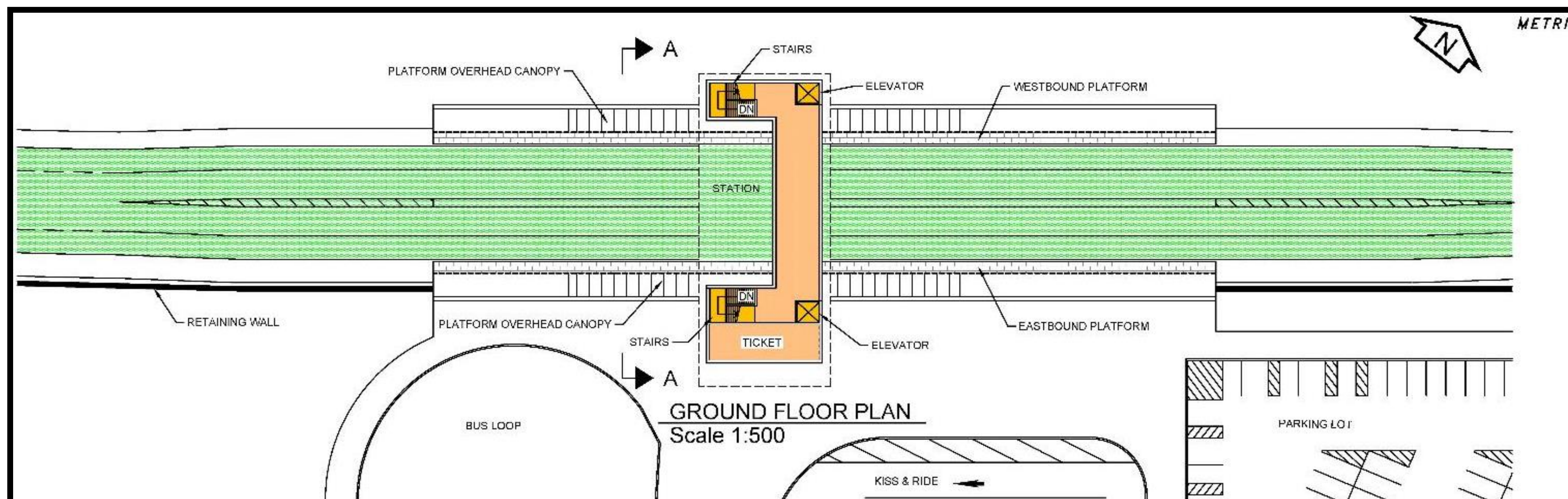
- Station on Provincial lands designated for transportation purposes.
- Transitway and station plans predate Legacy Subdivision approval.
- Station platform located within 80m of Box Grove Bypass.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Station at Donald Cousens Pkwy will relieve approx. 30% of parking demand.
- The existing and new traffic signals on Rouge Bank Dr. will be coordinated to optimize traffic flow.
- Minor road improvements on Rouge Bank Dr. between Old Ninth Line and Box Grove.
- Landscaped/fenced berm proposed south of station .
- Environmental Mitigation will be provided for the following environmental impacts: shallow marsh.

Preferred Alternatives Donald Cousens Station

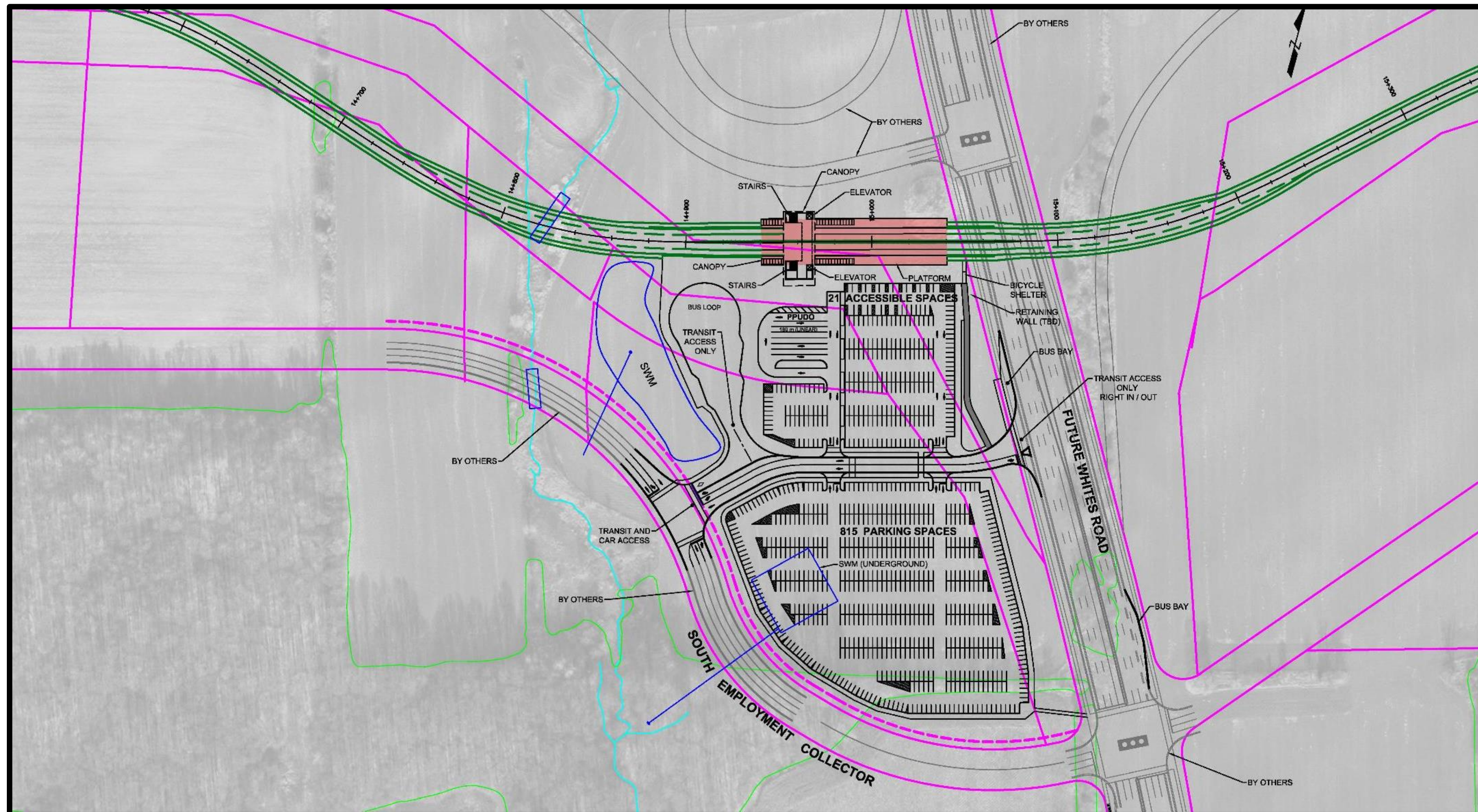


Station Characteristics

- Station on Provincial lands designated for transportation.
- Station platform located within 100m of Donald Cousens Parkway.
- Bus loop and street bus stops included in preliminary design.
- Site east of Reesor Road being protected for station expansion if GO operates on CP rail line.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and cultural thicket.
- Site is located adjacent to cultural heritage resources.

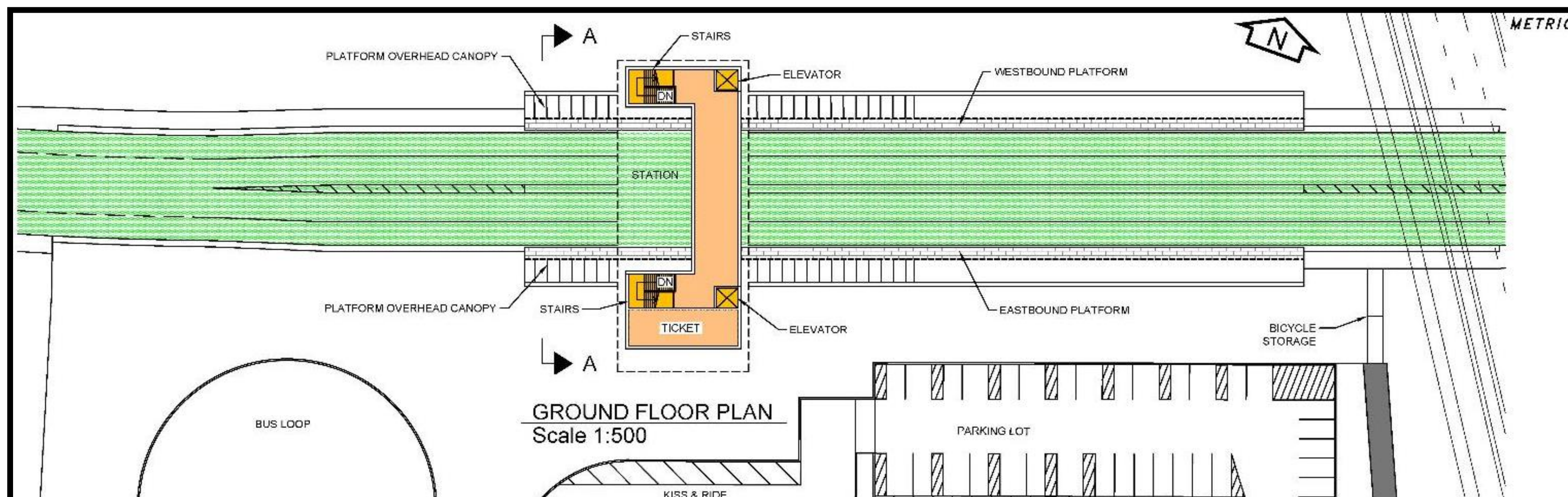


Preferred Alternatives Whites Road Station

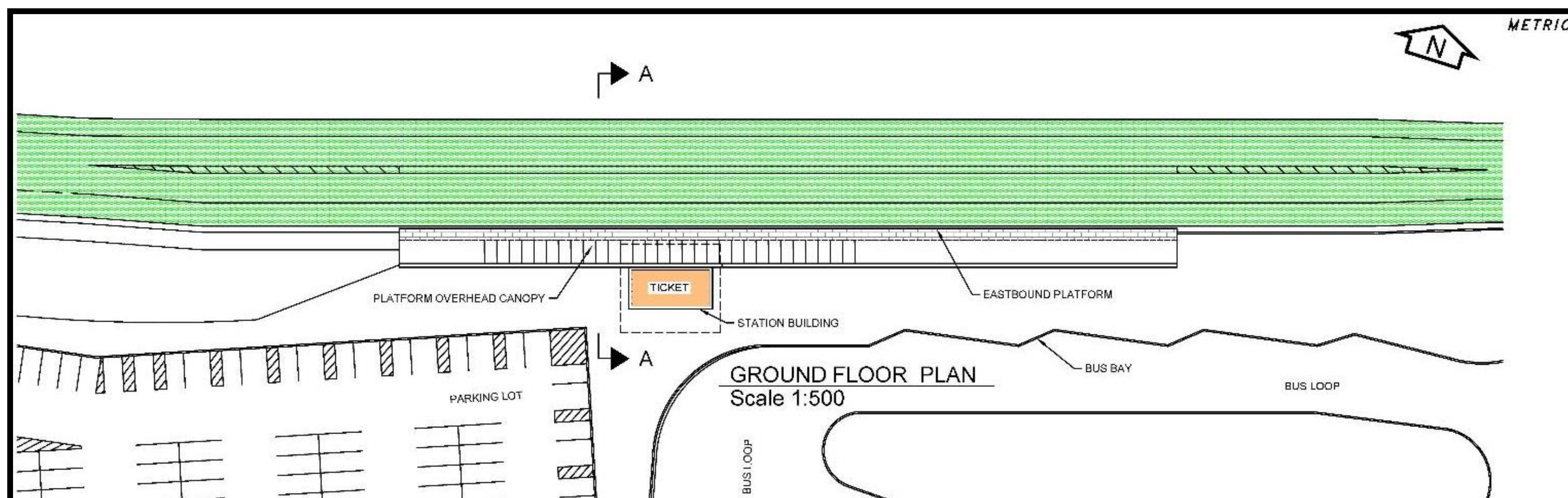
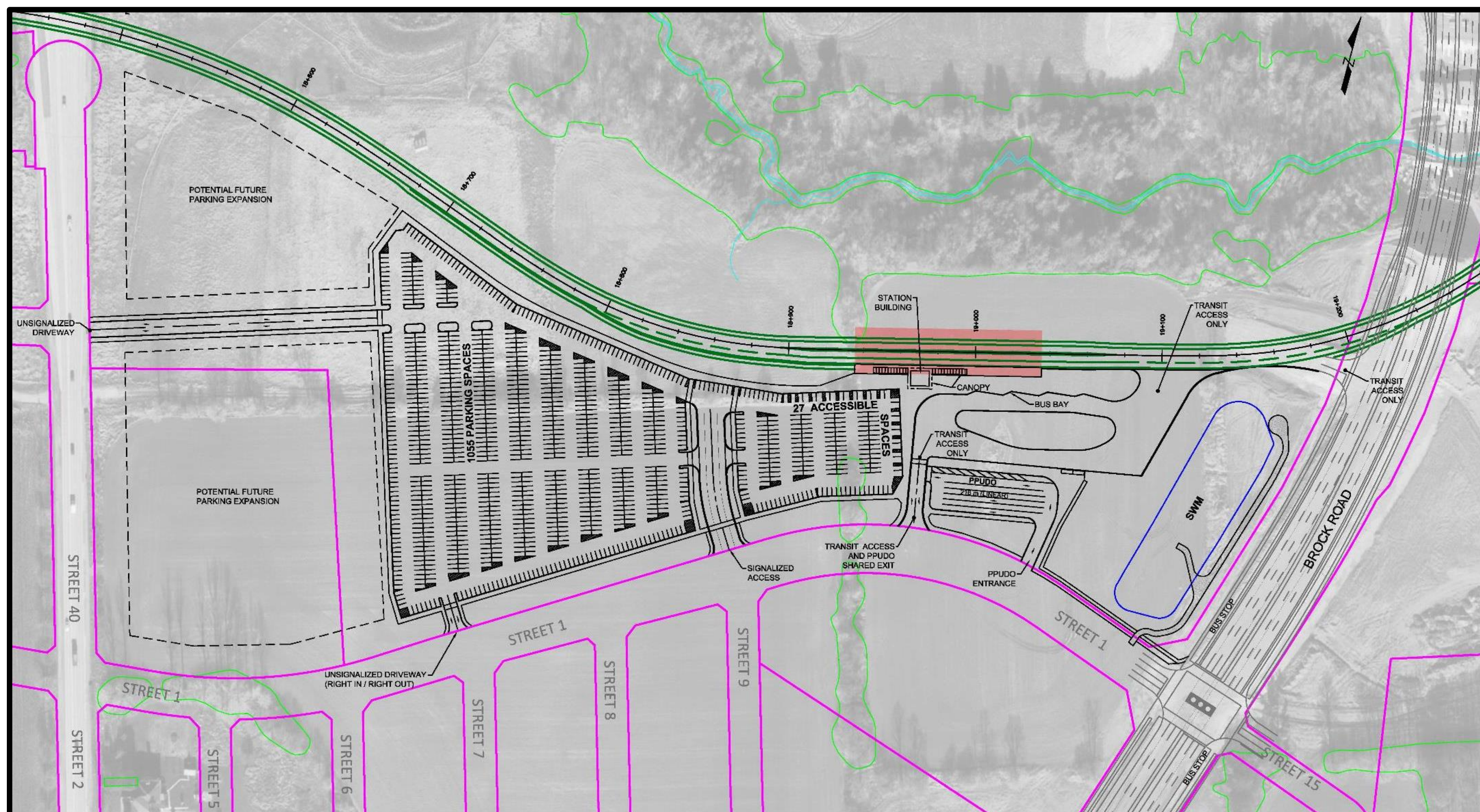


Station Characteristics

- Station on Provincial lands designated for transportation.
- Station platform located within 30m of future Whites Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Potential impacts to Whitevale Creek are avoided.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow, agricultural lands and hedgerow.

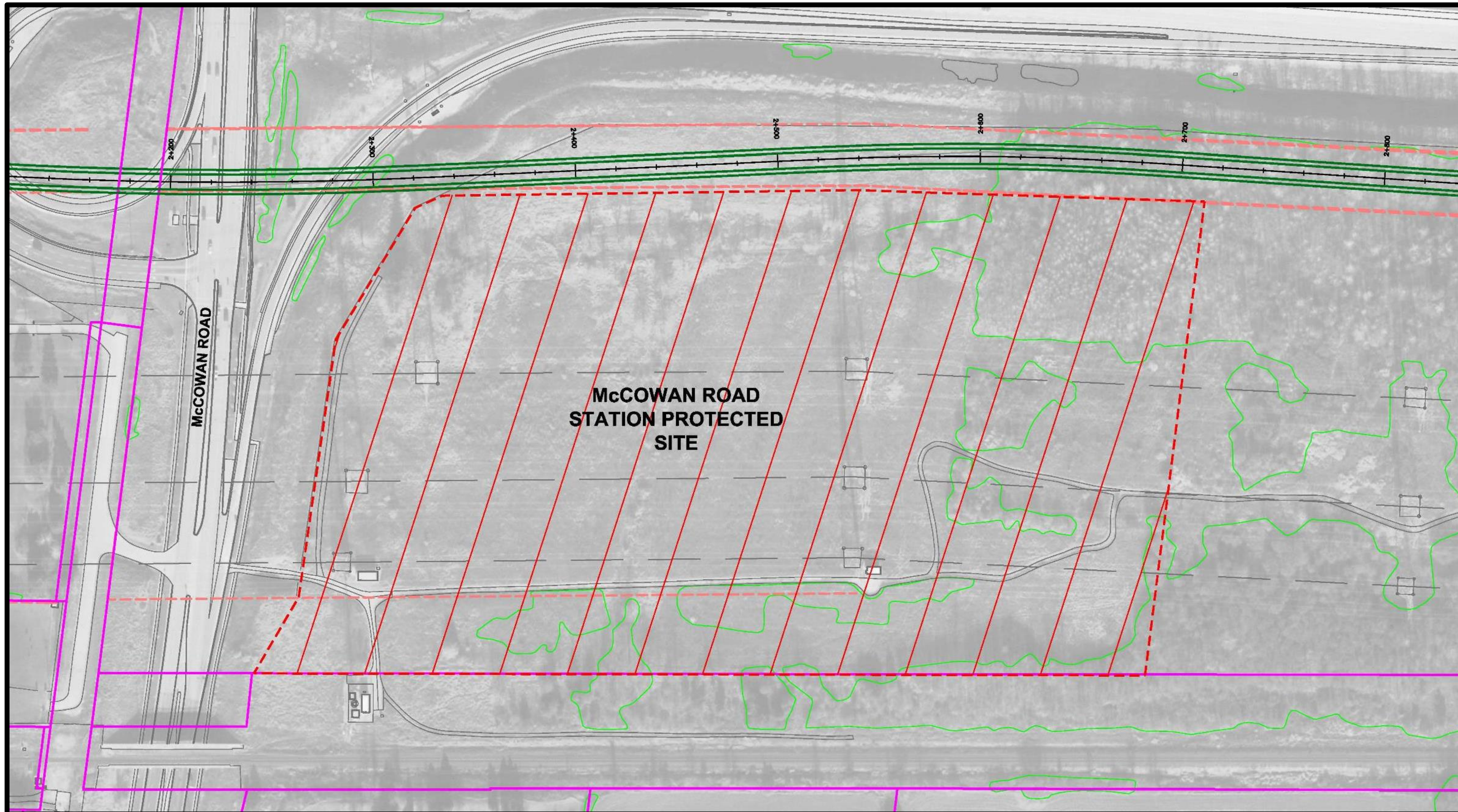


Preferred Alternatives Brock Road Station



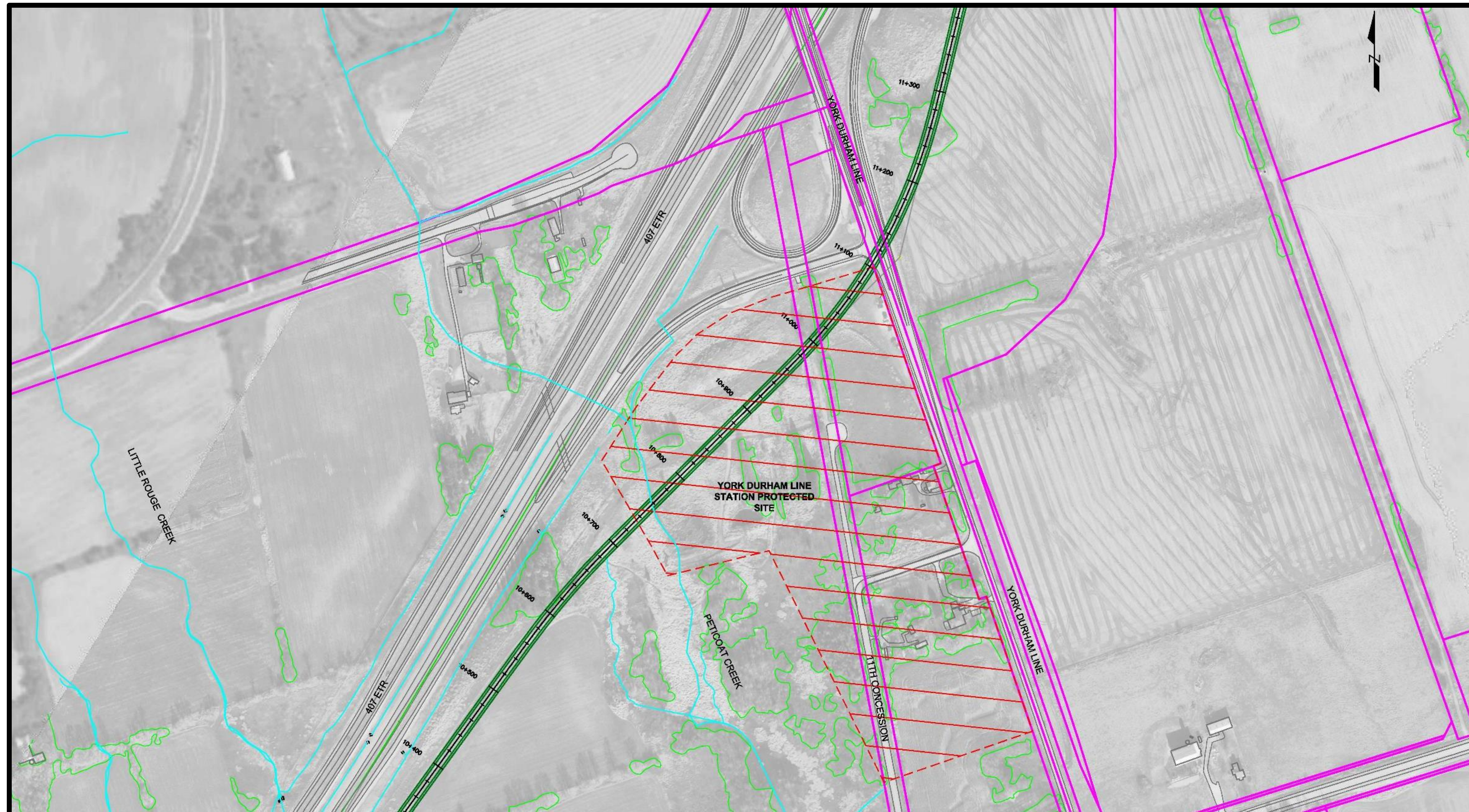
Station Characteristics

- Station on Provincial lands designated for transportation.
- Station will be an extension of the car-pool lot to be built in 2016-2017
- Station will operate as an interim Terminus Transit Station.
- Station platform located within 200m of Brock Road.
- Bus loop being included in preliminary design.
- Bus only and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: agricultural lands and hedgerow.



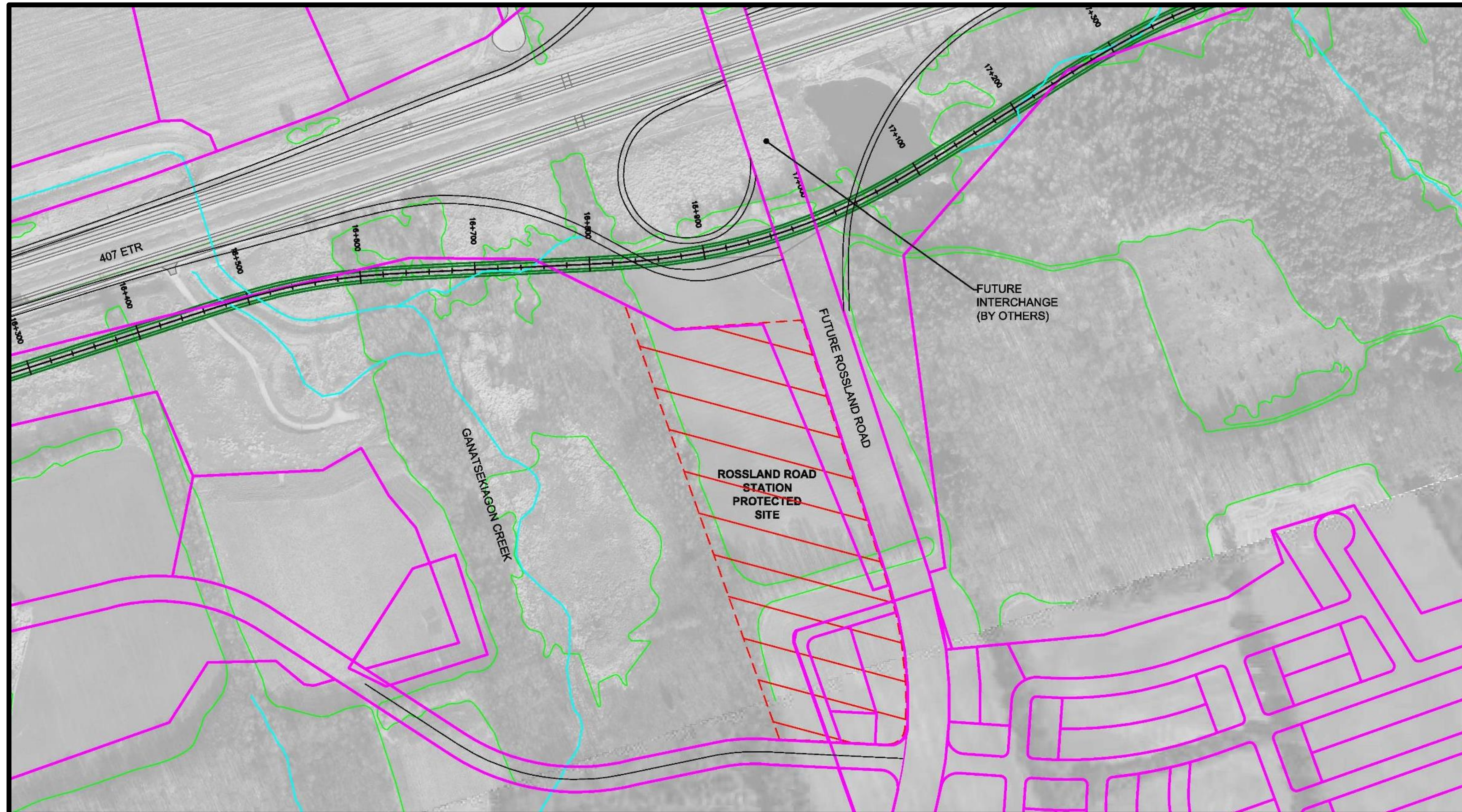
Protected Site Rationale

- Location not selected as an initial Transitway station.
- West site not feasible due to presence of cemetery.
- Bus operations restricted under high voltage Hydro lines
- Severe sight distance issues at intersection of Markham Road and potential access road.
- Safety issues for pedestrian transit transfers at ETR Interchange.
- Excessive cost for station access road.
- Site protected for future station if demand exceeds capacity at adjacent stations.
- Future McCowan Station design will be completed as part of a future study.



Protected Site Rationale

- Site not selected for a station due to insignificant forecast ridership demand.
- Site protected for potential environmental compensation or possible future transit supported Rouge National Park access.



Protected Site Rationale

- Site not selected for a station due to low forecast ridership demand; uncertainty of ETR Interchange implementation; available land limited by environmental restrictions.
- Site protected for potential environmental compensation or temporary Transitway bus garage.

Potential Environmental Impacts and Mitigation Measures

Impacts

Soils, Contaminated Property and Waste

- Disturbance of soil, and utilization and disposal of excess materials.
- Potential impacts on contaminated property.

Surface Water, Drainage and Stormwater

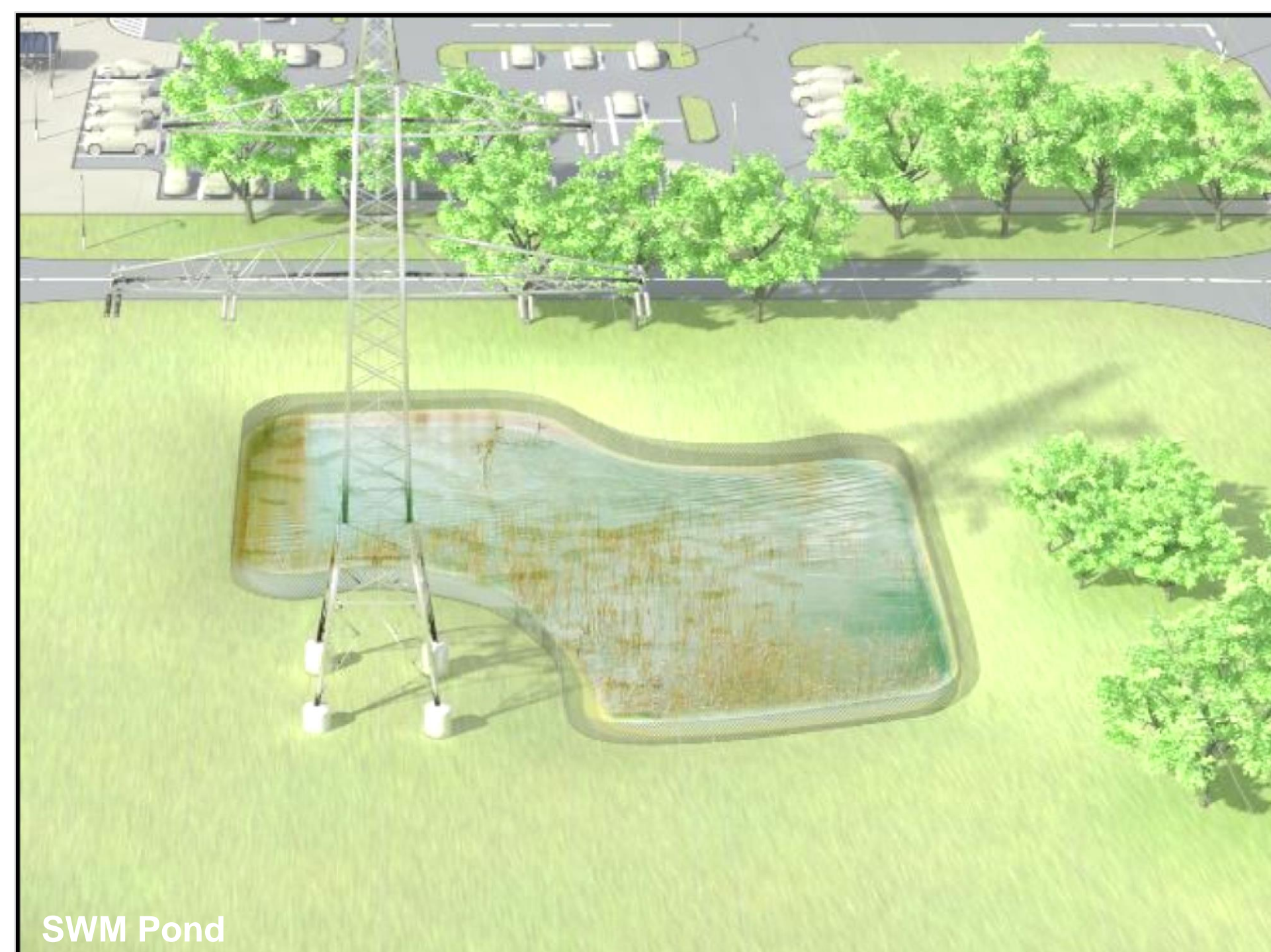
- Possible impacts on existing drainage patterns along 407ETR. Water quality degradation.
- Increase runoff due to increase in impervious areas.

Groundwater

- Reduced-groundwater recharge as a result of the expansion of impermeable pavement surfaces
- Potential for well interference associated with deep excavations and/or construction dewatering.

Mitigation

- Utilization and disposal of excess materials will be managed in accordance with regulatory requirements.
- Properties of concern will be the subject of further assessment during Detail Design.
- Erosion and sedimentation control measures to prevent the potential migration of sediments off site.
- A drainage and stormwater management plan has been prepared to address potential impacts.
- Minor creek realignment/regrading is expected at most crossings to ensure flow is safely conveyed through the proposed structures.
- Impacts are temporary. Further hydrogeology studies will be conducted prior to construction at locations where dewatering is required.



Impacts

Fish and Fish Habitat

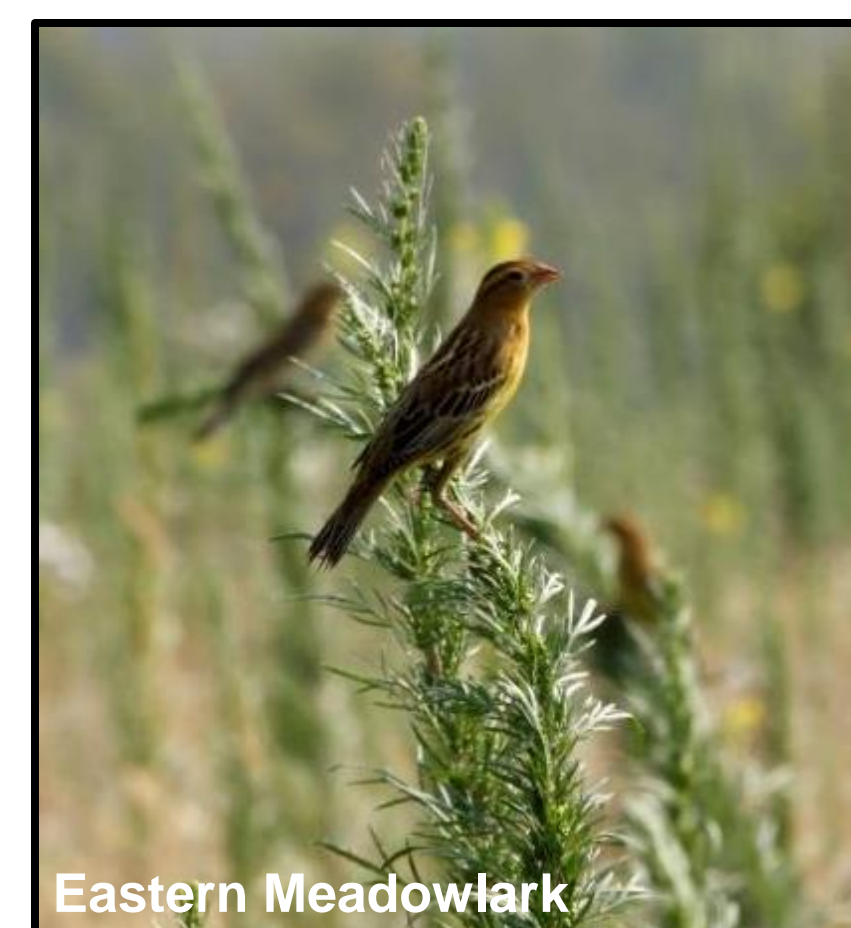
- Potential impacts to fish and fish habitat.
- There are 31 watercourse crossings: 16 directly supporting fishery, 9 indirectly supporting fishery and 6 not supporting fishery.
- Redside Dace an 'Endangered' species listed under the *Endangered Species Act* and the *Species At Risk Act* is found in nine of the watercourses within the study area

Flora and Fauna

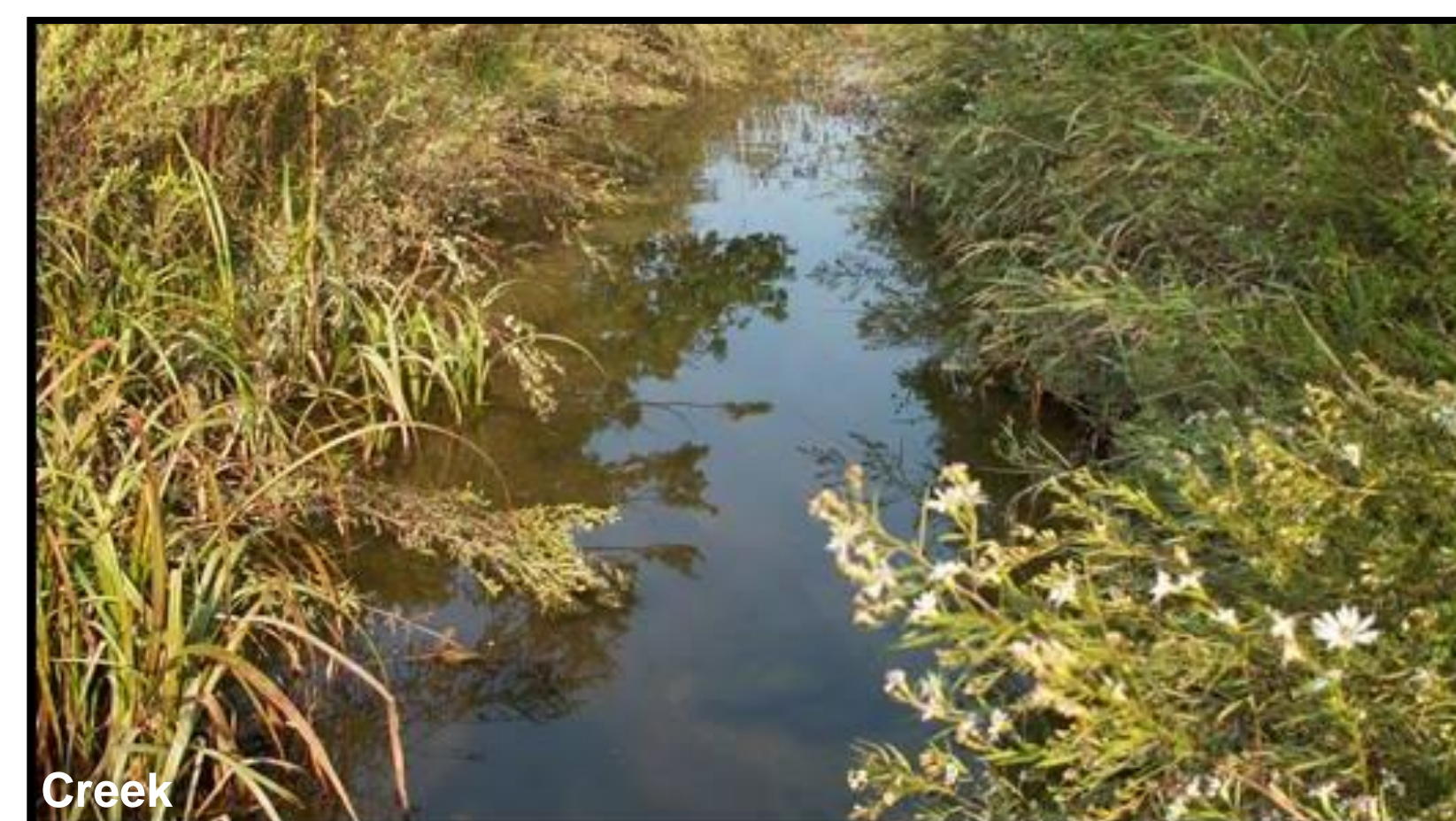
- Overall, approximately 107.6 ha of vegetation communities will be removed. The majority of the vegetation communities are considered widespread and common in Ontario and secure globally.
- A small portion of the Locust Hill Wetland, located west of York-Durham Line, will be removed.
- A small portion of the Cedar Grove Provincially Significant Wetland Complex will be impacted as a result of the runningway.
- Minor displacement and disturbance of wildlife habitat.
- Eastern Meadowlark, Bobolink and Barn Swallow are regulated under the *Endangered Species Act* as 'Threatened' species have potential to be present within the study area.

Mitigation

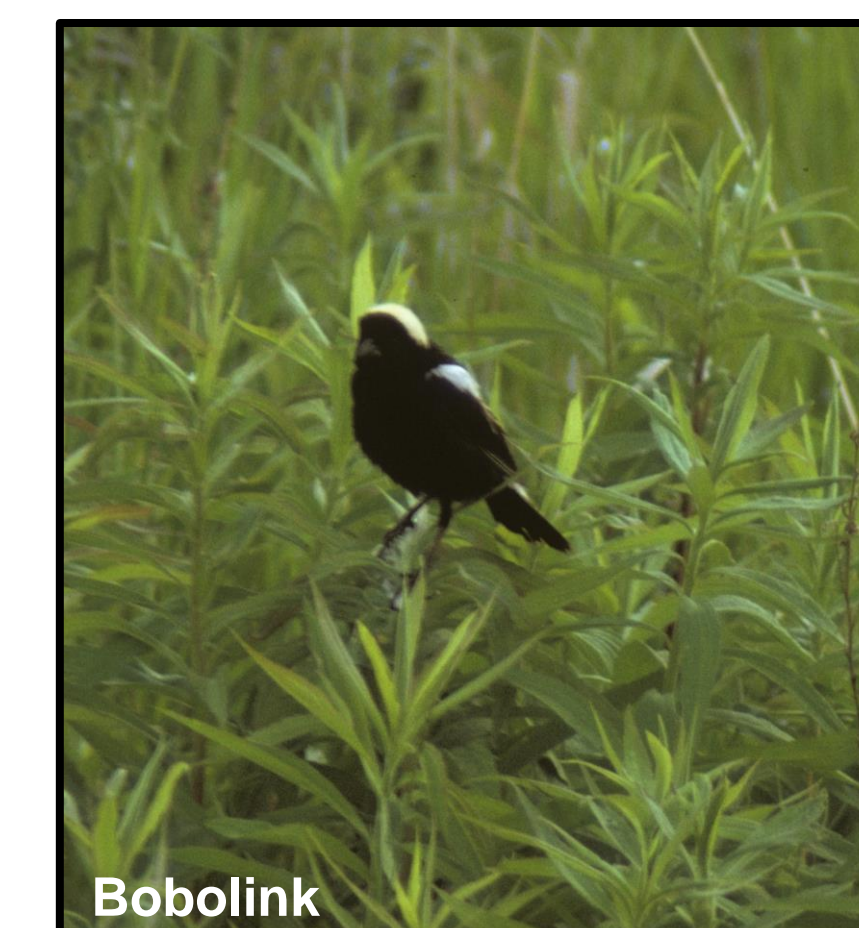
- In-water works, if required, will be conducted within the Redside Dace timing window (July 1- September 15). A 17 (2) (c) overall benefit permit under the *Endangered Species Act* may be required.
- A *Fisheries Act* authorization may be required depending on the type of structures and work proposed.
- Best construction practices will be implemented including erosion and sediment control measures, equipment maintenance, minimize impacts to riparian vegetation, stabilization and restoration of watercourse bank, etc.
- A landscape plan will be developed during the Detail Design
- Requirements under the *Species at Risk Act*, Ontario's *Endangered Species Act*, *Migratory Birds Convention Act*, and *Fish and Wildlife Conservation Act* will be met to mitigate any adverse effects on wildlife species.
- No vegetation removal will occur during the nesting season. The nesting season of the majority of the species is from April 1 to August 15.
- During Detail Design, further field investigation will be undertaken to survey the presence of the three 'Threatened' species.
- Transitway structures will be designed to maintain wildlife passage.



Eastern Meadowlark



Creek



Bobolink

Potential Environmental Impacts and Mitigation Measures



Impacts	Mitigation
<p>Archaeology</p> <ul style="list-style-type: none"> A Stage 1 Archaeological Assessment identified areas of archaeological potential requiring Stage 2 Archaeological Assessment as well as sites required Stage 3 and 4 Archaeological Assessment. 	<ul style="list-style-type: none"> Further Archaeological Assessments will be conducted in areas of archaeological potential during Detail Design. Any impacts will be mitigated through avoidance or salvage.
<p>Cultural Heritage</p> <ul style="list-style-type: none"> Three Cultural Heritage resources will be affected as a result of removal of buildings, barns and/or landscape features. Two are designated under Part IV of the <i>Ontario Heritage Act</i>. 	<ul style="list-style-type: none"> Heritage Impact Assessments are being conducted for the three Cultural Heritage properties. Design will preserve the resources as much as possible. If not feasible, preservation/retention in situ will be considered. If unavoidable, relocation to a new location will be considered.
<p>Property</p> <ul style="list-style-type: none"> Most of the property required for the 407 Transitway is provincially owned land and designated for infrastructure purposes. 	<ul style="list-style-type: none"> Minimum private property will be acquired through negotiation or expropriation if required and confirmed during Detail Design. Discussion will continue with the affected parties. Landscape plans will be prepared and implemented to mitigate any visual or lost vegetation impacts.
<p>Air and Noise</p> <ul style="list-style-type: none"> There is a minor net increase in emissions for all air quality pollutants except carbon monoxide in the local study area. However, across a broader area, there will likely be an overall improvement with travelers switching from auto to transit use. The projected increases in sound are within Ministry of the Environment guidelines of less than 5 dB except for two areas (Ninth Line and Brock Road). 	<ul style="list-style-type: none"> Best management practices will be implemented to prevent the potential release of dust and other airborne pollutants during construction. Construction activities will adhere to local noise by-law regulations. Exemptions will be obtained from the municipality as necessary. Noise mitigation measures will be applied at the two identified locations.



Cultural Meadow



River Valley

- Aboriginal Communities contacted as part of this EA:
 - Huron Wendat Nation
 - Chippewas of Georgina Island
 - Chippewas of Rama First Nation
 - Hiawartha First Nation
 - Curve Lake First Nation
 - Beausoleil First Nation
 - Oshawa and Durham Region Metis Council
 - Mississaugas of Scugog Island
 - Mississaugas of New Credit
 - Kawartha Nishawbe First Nation
 - Coordinator for the Williams Treaties
 - Metis Nation of Ontario
 - Toronto and York Region Metis Council

- Summary of Consultation Milestones:
 - Notice of Study Commencement/Initial Contact Letter: August 6, 2014
 - Notice of Public Information Centre (PIC) #1: April 1, 2015
 - Notification of DRAFT Environmental Project Report (EPR) review: April 28, 2016
 - Notice of Public Information Centre (PIC) # 2: June 6, 2016
 - Commencement of Transit Project Assessment Process (TPAP): August 29, 2016
 - Notice of TPAP Completion (120-day Consultation Period): TBD

CORRESPONDENCE
WITH
MEMBERS OF THE PUBLIC

Public Information Centre (PIC) # 1

Public consultation is an essential part of the planning and design process. PIC # 1 will be held to present the planning assessment of the alignment and station location options. The PIC will be held at two different locations:

Date: April 15, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Road
Markham, Ontario L3P 3J3

Date: April 16, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Pickering Recreation Complex
Meeting Room B
1867 Valley Farm Road
Pickering, Ontario L1V 3Y7

You are encouraged to attend this PIC and to provide us with your views and concerns.

Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of *Ontario Regulation 231/08*. This material will be maintained on file for use during the study and may be included in study documentation.

PIC # 1 will be an informal drop-in format with display panels and other materials. Representatives from the Ministry of Transportation and their consultants will be on hand to answer any questions.

Contacts

Your input is important. If you have any questions or comments regarding this study or would like to be added to the study contact list, please contact one of the following:

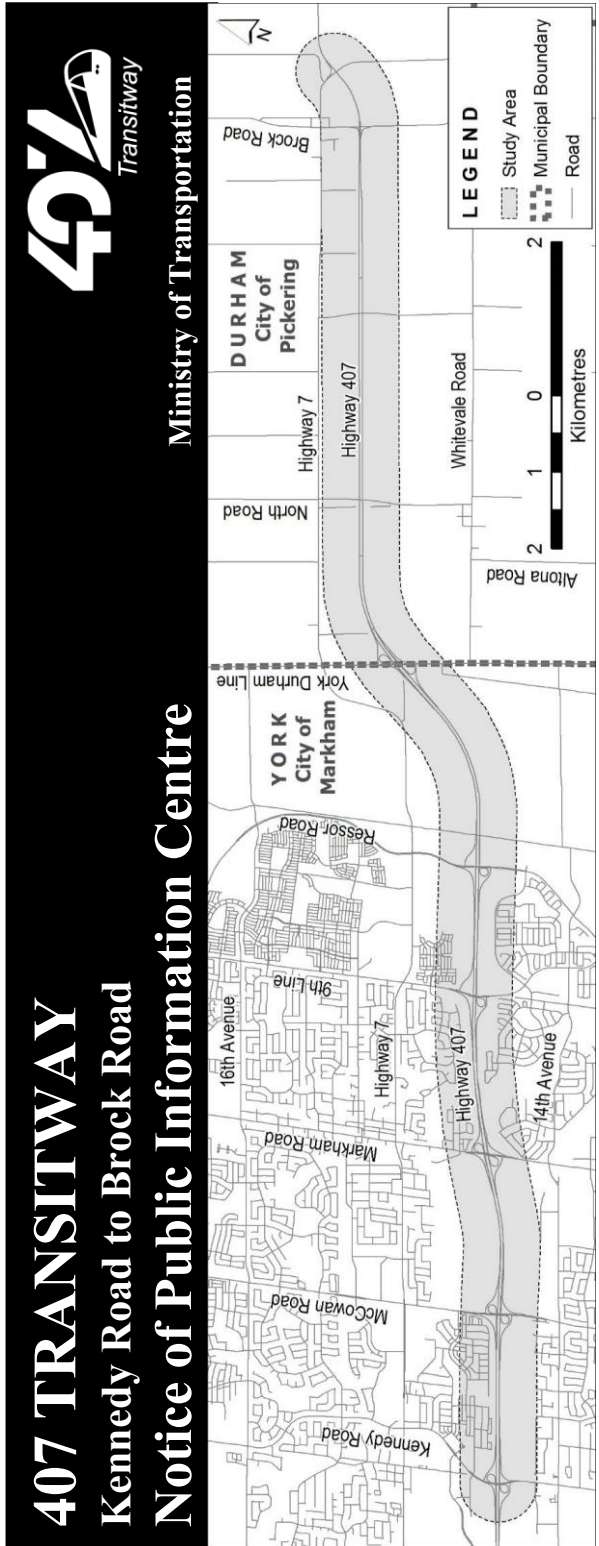
Tarita Diczki
Project Manager
Ministry of Transportation, Central Region
Building D, 1201 Wilson Avenue, 4th Floor
Toronto, Ontario, M3M 1J8
Tel: 416-235-5191
Fax: 416-235-3576
E-mail: tarita.diczki@ontario.ca

Larry Sarris
Environmental Planner
Ministry of Transportation, Central Region
Building D, 1201 Wilson Avenue, 3rd Floor
Toronto, Ontario, M3M 1J8
Tel: 416-235-6701
Fax: 416-235-3446
E-mail: larry.sarris@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Parsons Corporation
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: khaled.eldalati@parsons.com

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Comments would be appreciated by
May 15, 2015.



Introduction

The Ministry of Transportation (MTO) is undertaking a planning and preliminary design study for the 18 km segment of a transitway facility located along the Highway 407 corridor through Markham and Pickering, from Kennedy Road to Brock Road (407 Transitway). The 407 Transitway includes a two-lane, dedicated runningway with stations located at select north-south arterial roads. Subject to the outcome of the study, the 407 Transitway will be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 18 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

Transit Project Assessment Process

MTO is carrying out the Planning Study for the 407 Transitway prior to initiating the Transit Project Assessment Process (TPAP) as prescribed in the *Ontario Regulation 231/08, Transit Project and Metrolinx Undertakings*, with the opportunity for public input throughout.

The Notice of Commencement for the formal Transit Project Assessment Process and future PIC will be published in local newspapers.

Planning Study

The Planning Study includes a review of existing environmental conditions, an examination of potential alignments and station locations, and identification of a technically preferred alignment and station locations. The results of this Planning Study are being presented at PIC # 1.

Preliminary Design Study

Following the Planning Study, the preliminary design of the technically preferred alignment and stations will be developed. Assessment of environmental impacts and mitigation measures will be identified during the Preliminary Design Study, and the TPAP will be initiated.

Next Steps

Input received from external agencies and the public at this PIC will be reviewed and incorporated into the study, where appropriate. The preferred alignment and station locations will be used to generate the horizontal and vertical alignments and station configurations for evaluation.

During the Preliminary Design Phase, the TPAP will be initiated and an Environmental Project Report (EPR) will be prepared documenting the preliminary design work, anticipated environmental effects of the project, and commitments to mitigation measures. This EPR will be made available for a 30-day public review period. A notification of the EPR submission will be published in the local newspapers. A second PIC will be held during the TPAP.

Comments

Your input is important. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the persons listed under Contacts.

Please visit the project website at www.407transitway.com for any project updates.

Freedom of Information and Protection of Privacy Act

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

407 TRANSITWAY

KENNEDY ROAD TO BROCK ROAD

PUBLIC INFORMATION CENTRE #1



MARKHAM PUBLIC INFORMATION CENTRE

Date: April 15, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Rd
Markham, Ontario L3P 3J3

PICKERING PUBLIC INFORMATION CENTRE

Date: April 16, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Pickering Recreation Complex
Meeting Room B
1867 Valley Farm Rd
Pickering, Ontario L1V 3Y7

PROJECT WEBSITE: 407Transitway.com



- Introduce the 407 Transitway project to the public
- Present alignment alternatives
- Present station alternatives, and initial recommendations
- Present evaluation criteria and methodology
- Obtain feed-back from the public

• How can you comment?

- Fill out a comment sheet
- Place a post-it with comments on any of the presentation boards



Comments would be appreciated by May 15, 2015

Project Website: 407Transitway.com

What is the 407 Transitway?



- Exclusive corridor, fully grade separated rapid transit (Bus Rapid Transit or Light Rail Transit) parallel to Highway 407
- The 407 Transitway will connect Burlington to Oshawa with a length of 150 km with up to 50 surface stations
- Current project limits are Kennedy Road to Brock Road spanning a total distance 18 km with 4 to 8 stations
- Highway 400 to Kennedy Road (Central Section) has Environmental Assessment approval
- Brock Road to Highway 35/115 has Environmental Assessment approval



Ottawa BRT

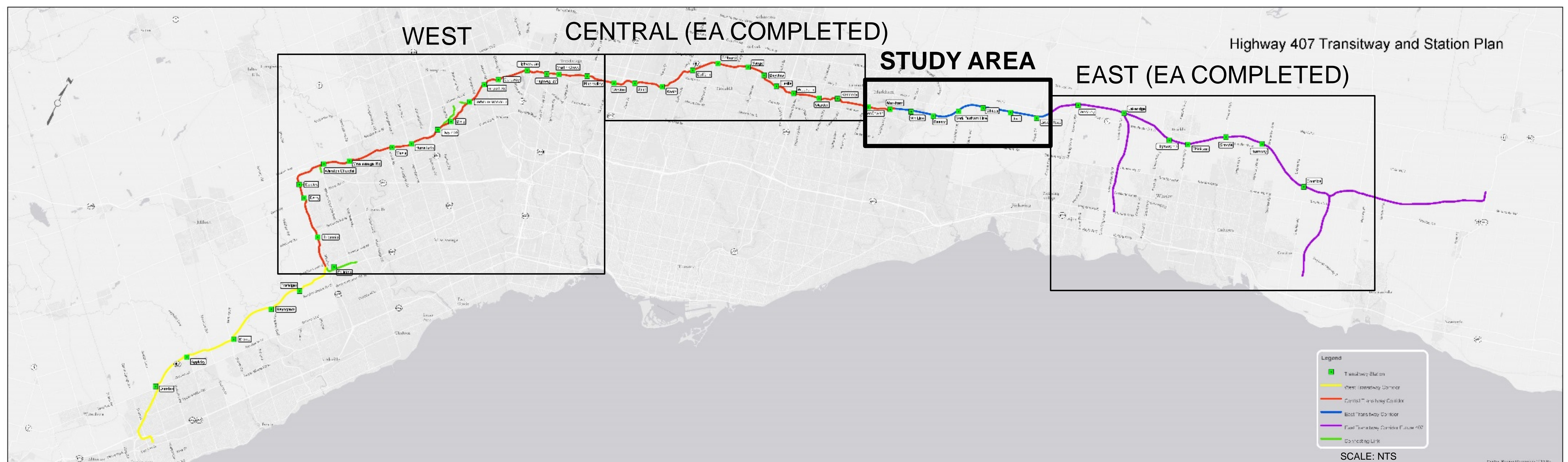


407 Transitway Central Section Rendering

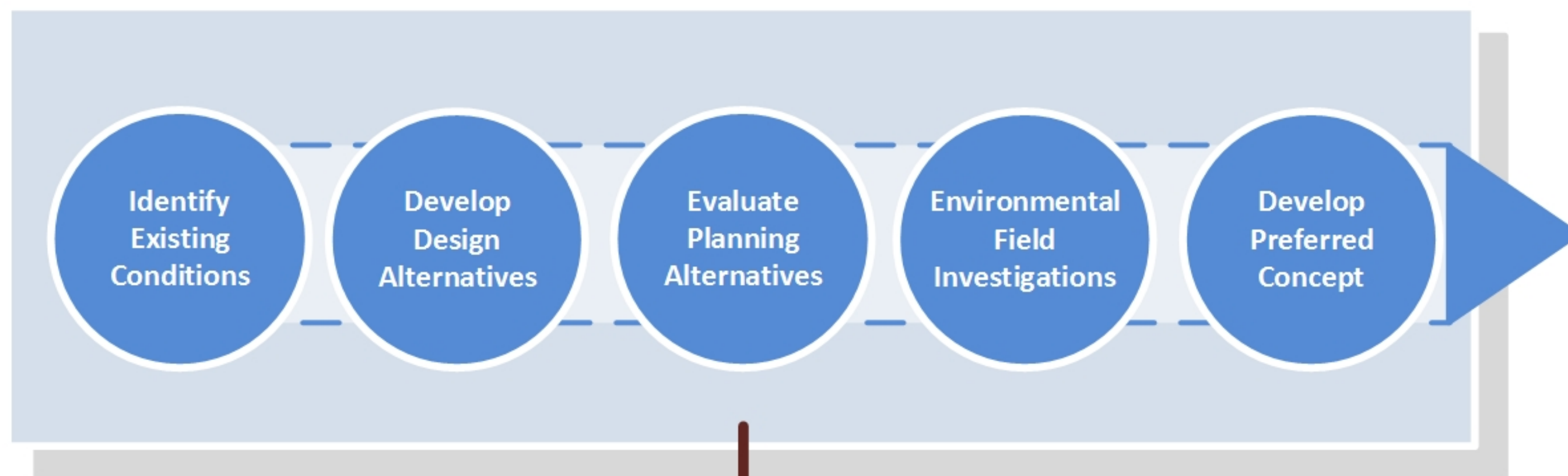
Study Objectives – Need & Justification



- Enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand
- Offer a viable, cost-effective way of moving people in the Highway 407 corridor
- Improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other nodes of high demand, such as: Vaughan City Centre, Richmond Hill Centre and Markham Centre, future Seaton Development, York University, Humber College, University of Ontario Institute of Technology, Durham College, Pearson International Airport, potential future Pickering Airport
- Improve integration with regional transportation network – connection to Spadina Subway, future Yonge Subway, GO Milton; Barrie, Richmond Hill and Stouffville rail lines; Peel, York and Durham Transit.
- Reduce automobile dependence and green house gas emissions
- Identify land protection requirements for Transitway infrastructure



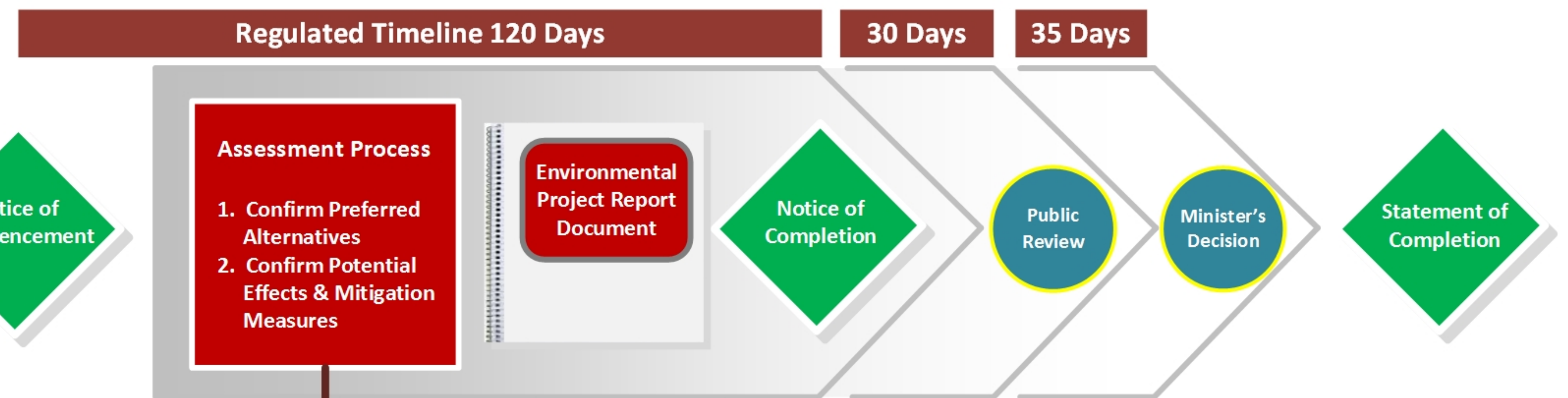
Step 1 Planning Stage




Public
Information Centre 1


WE ARE HERE

Step 2 Transit Project & Metrolinx Undertaking (Environmental Assessment)




Public
Information Centre 2

2015

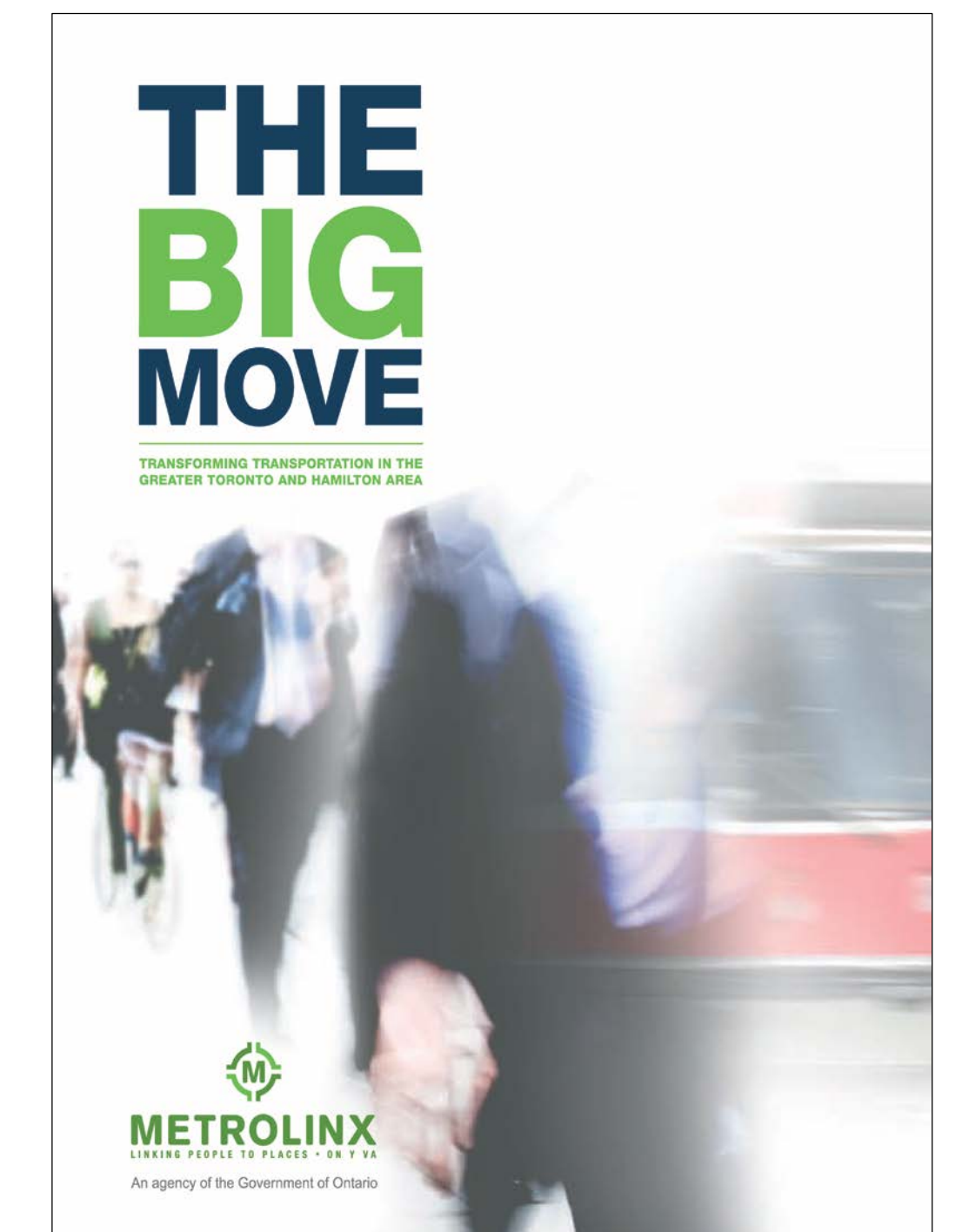
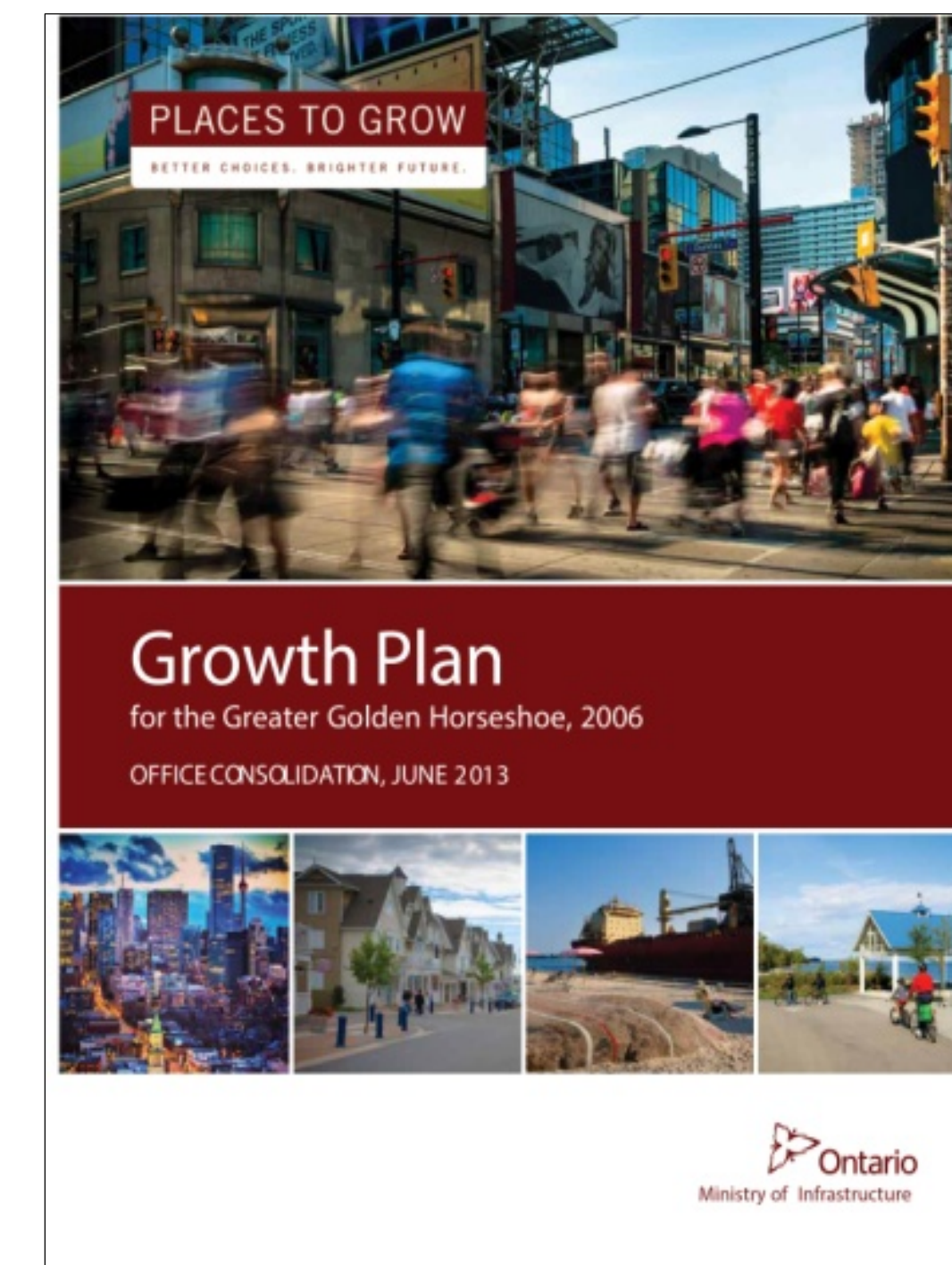
2016



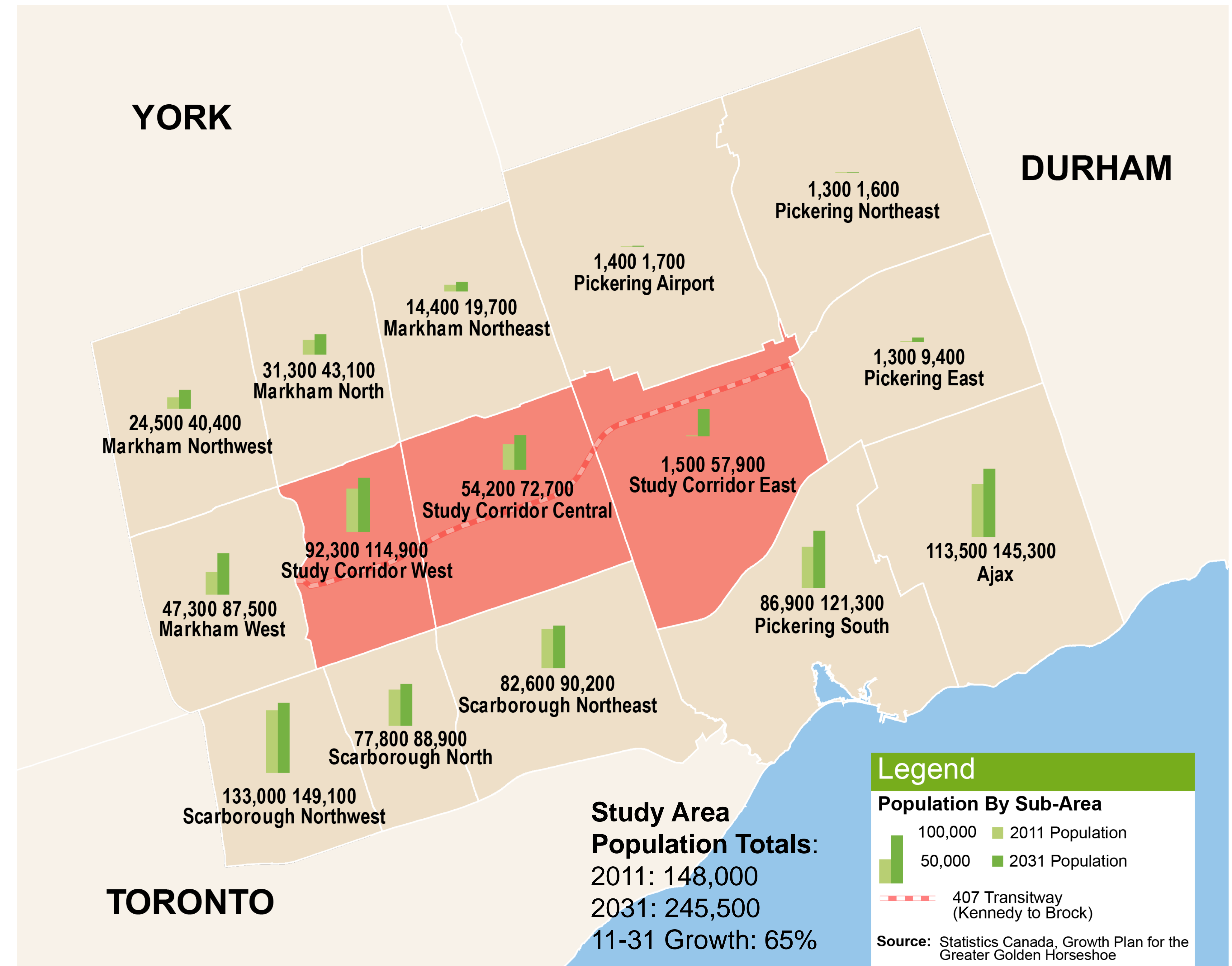
What is Driving This Study?

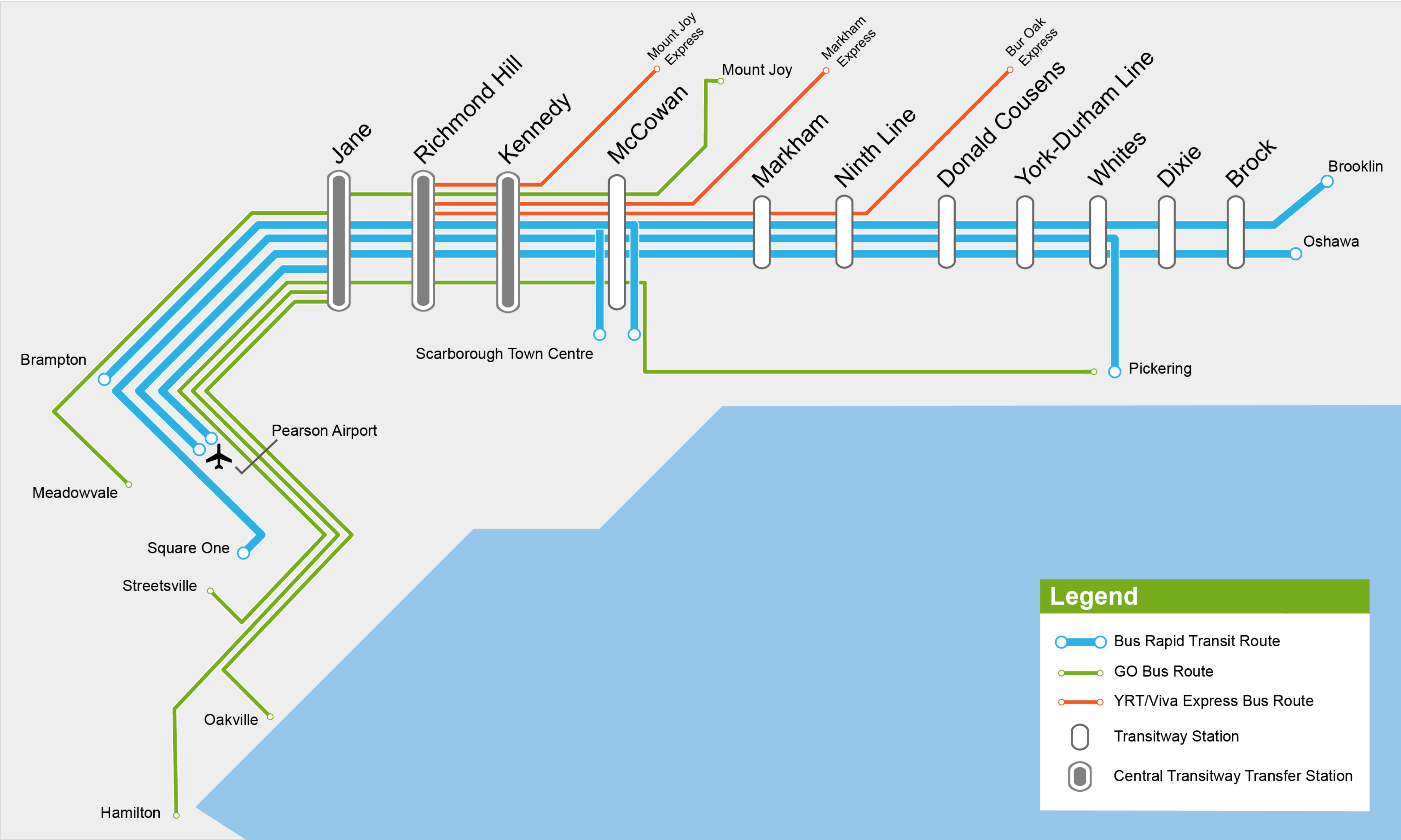


- Rapid transit on the 407 Transitway will support Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) policies
- The 407 Transitway was identified in *The Metrolinx Big Move Plan* as a critical component of the regional transportation network connecting Durham, York, Peel and Halton Regions
- *The Metrolinx Big Move Plan* calls for rail service on the Canadian Pacific Railroad (CPR) Havelock Corridor which would create a transit hub in Northern Pickering at the intersection of Highway 407 and this future rail line
- A number of emerging developments in Durham and York Region will support base ridership and benefit from rapid transit service including:
 - The Seaton Community in Northern Pickering which is anticipated to add 30,000 jobs and 70,000 residents
 - A future York University campus in Markham with projected enrollment of 10,000-20,000 students
 - The proposed Pickering Airport which is directly adjacent to the 407 Transitway
 - Residential and employment development that will occur along the future Highway 407 East from Brock Road to Highway 35/115



- From 2011 to 2031, Durham Region is projected to add over 345,000 people and 115,000 jobs
- Over the same period, York Region is projected to grow by 520,000 people and 250,000 jobs
- Trends will create jobs-worker imbalance in Durham and more out-commuting as up to 55,000 new Durham workers will travel to work in other municipalities - mainly York Region and Toronto
- Congestion is projected to increase significantly and planned road expansions alone may not support growth or increases in travel demand
- High quality rapid transit will serve future travel patterns and provide a range of mobility choices to support the needs of future residents and *Growth Plan* policies





Schematic Service Diagram

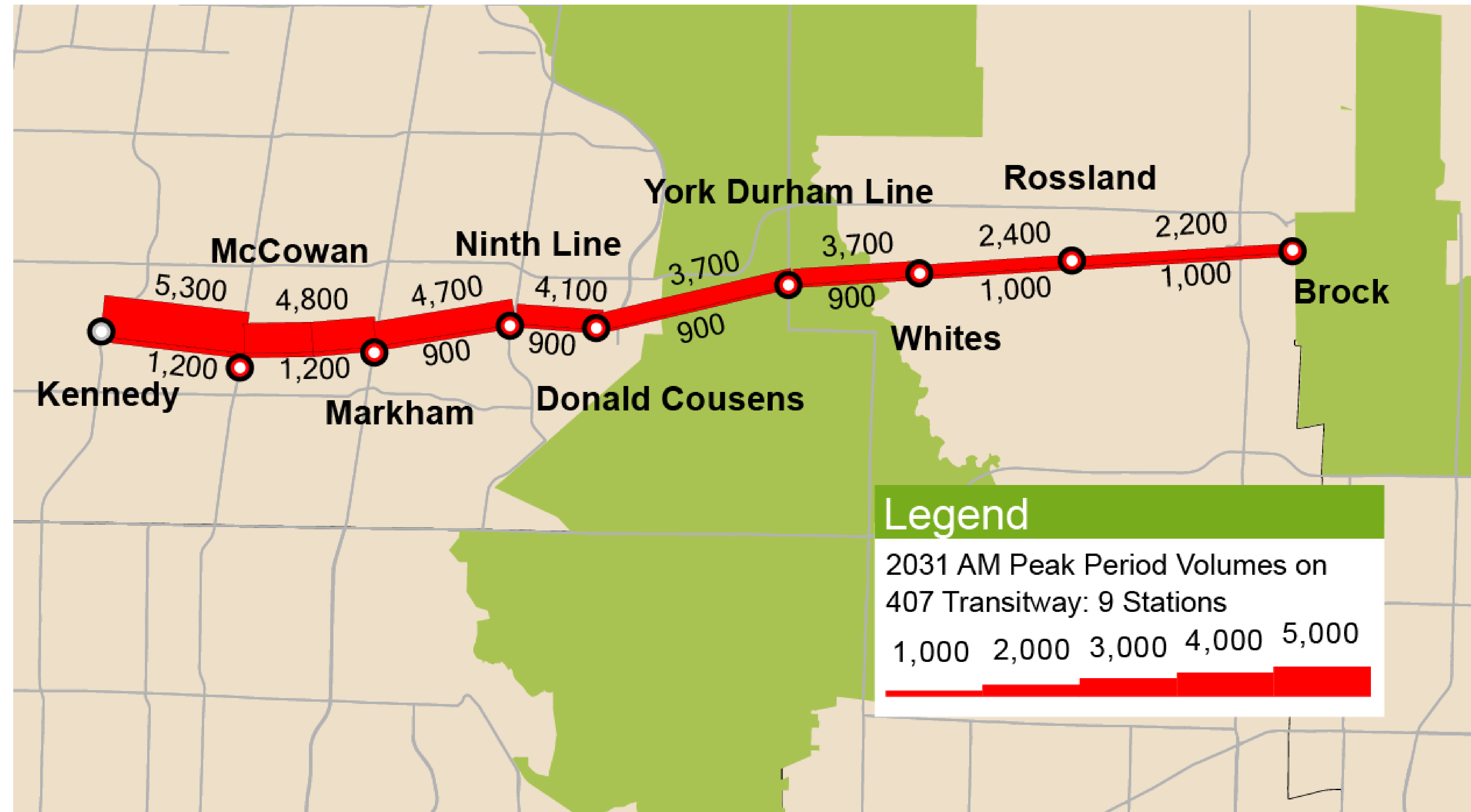
- **Spine services** – services that operate exclusively on the Transitway, including express routes
- **No-transfer services** – designed to provide ‘no transfer’ rides between major nodes or residential areas. Routes include portions both on and off the Transitway (interlining service)
- Average speed (including station stop time) of 50-85 km/h, depending on type of route (stop at all stations, semi-express, or express)

2051 AM projected Peak Period Ridership



Projected Ridership on the Kennedy Road to Brock Road 407 Transitway - 2031 AM Peak Period (3 hours)

- 7,500 total boardings
- Westbound peak load of 5,300 entering Kennedy Station
- 80% of passengers traveling westbound during morning commute hours
- This section of the Transitway has a high reliance on park-and-ride and interlining (no-transfer) services



Existing Conditions within the Study Area Based on Available Information

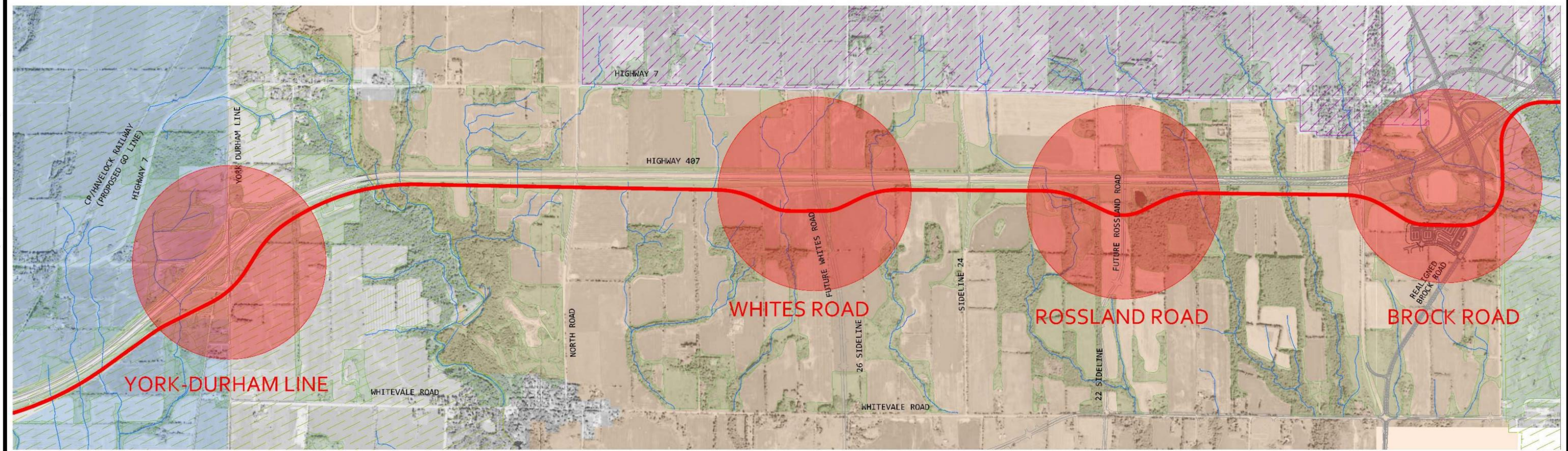
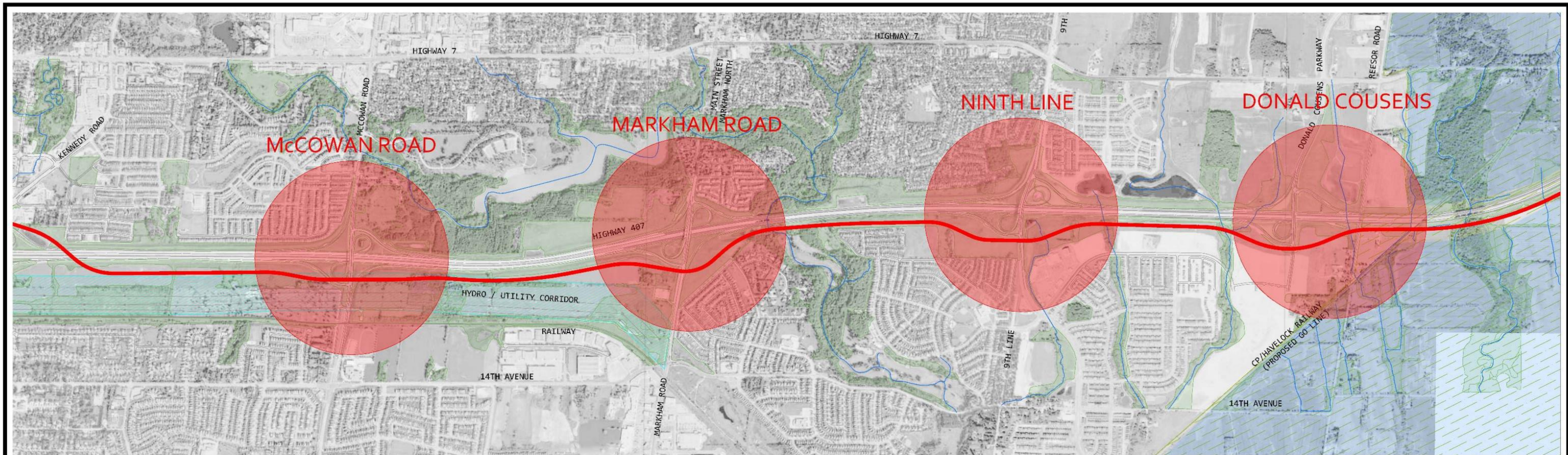
- 3 watersheds – Rouge River, Petticoat Creek and Duffins Creek
- 27 watercourse crossings
- Endangered or Threatened Species – potential for Redside Dace, Bobolink, Eastern Meadowlark, Chimney Swift, Barn Swallow, Butternut
- No presence of *Area of Natural and Scientific Interest (ANSI)* or *Environmental Significant/Sensitive Area (ESA)*

Environmental Field Investigation, Impact Assessment and Mitigation Measures to Occur in 2015

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology



Transitway Corridor and Candidate Station Nodes



J:\TORR\4022-407 Transitway Phase 2\TIS General\02 - Drawing\01 - CAD\Key Map - Node Locations 2015.01.21.dwg
 Any Num March 27, 2015

PARSONS | **IBI**

LEGEND

ROUGE PARKLANDS	PROPOSED SEASON DEVELOPMENT NEIGHBOURHOODS	PROPOSED ALIGNMENT AND STATIONS	CREEKS
GREEN BELT	HYDRO CORRIDOR	NATURAL COVER	PICKERING AIRPORT SITE

407 TRANSITWAY - KENNEDY RD TO BROCK RD

INITIAL SCREENING OF SITES

- LAND AVAILABILITY
- MAJOR ENVIRONMENTAL CONSTRAINTS
- ACCESS FEASIBILITY
- **OUTCOME: IDENTIFICATION OF FEASIBLE SITES**

ASSESSMENT OF FEASIBLE SITES

- INITIAL ENVIRONMENTAL CONSIDERATIONS
- SERVICE QUALITY AND INFRASTRUCTURE NEEDS ASSESSMENT
- CONSTRUCTABILITY ASSESSMENT
- HIGH LEVEL COST ASSESSMENT
- CONSULTATION WITH STAKEHOLDERS
- **OUTCOME: IDENTIFICATION OF PREFERRED SITES**

ASSESSMENT OF PREFERRED SITES

- RIDERSHIP SENSITIVITY ANALYSIS
- ASSESSMENT OF MUNICIPAL FUTURE PLANS
- CONSULTATION WITH STAKEHOLDERS
- CONSULTATION WITH PUBLIC (PIC #1)
- REVIEW ALTERNATIVE EVALUATION
- **OUTCOME: SELECTION OF RECOMMENDED SITES**

 **WE ARE HERE**

CONFIRMATION OF RECOMMENDED SITES

- DETAILED ENVIRONMENTAL FIELD INVESTIGATION (IMPACTS ASSESSMENT / MITIGATION)
- DESIGN REFINEMENT
- CONSULTATION WITH STAKEHOLDERS
- CONSULTATION WITH PUBLIC (PIC #2)
- **OUTCOME: CONFIRMATION OF RECOMMENDED SITES**

ENVIRONMENT

NATURAL



- TERRESTRIAL & AQUATIC ECOSYSTEMS
- CONTAMINATION & AIR QUALITY
- HYDROLOGY, GEOLOGY AND HYDROGEOLOGY
- SPECIES/HABITAT AT RISK

SOCIAL



- PROPERTY
- NOISE SENSITIVE AREAS
- CONSTRUCTION STAGING IMPACTS
- LAND USE COMPATIBLE WITH PROVINCIAL AND MUNICIPAL PLANS AND POLICIES

CULTURAL



- ARCHAEOLOGICAL POTENTIAL
- IMPACTS TO BUILT HERITAGE FEATURES AND CULTURALLY SIGNIFICANT LANDSCAPES

SERVICE QUALITY AND INFRASTRUCTURE

TRANSITWAY OPERATION



- TRANSITWAY ALIGNMENT
- EASE OF STAGED IMPLEMENTATION

ACCESSIBILITY



- PEDESTRIAN & CYCLING CONNECTIVITY
- VEHICLE CONNECTIVITY
- TRANSIT CONNECTIVITY
- SUITABLE FOR STAGED DEVELOPMENT
- MEETS DESIGN STANDARDS

SITE AREA



- SIZE AND SHAPE
- ABILITY TO OPTIMIZE FACILITY LAYOUT AND FUNCTIONALITY
- AREA FOR SURFACE EXPANSION

CONSTRUCTABILITY



- DISRUPTION TO TRAFFIC
- MAJOR UTILITY RELOCATION

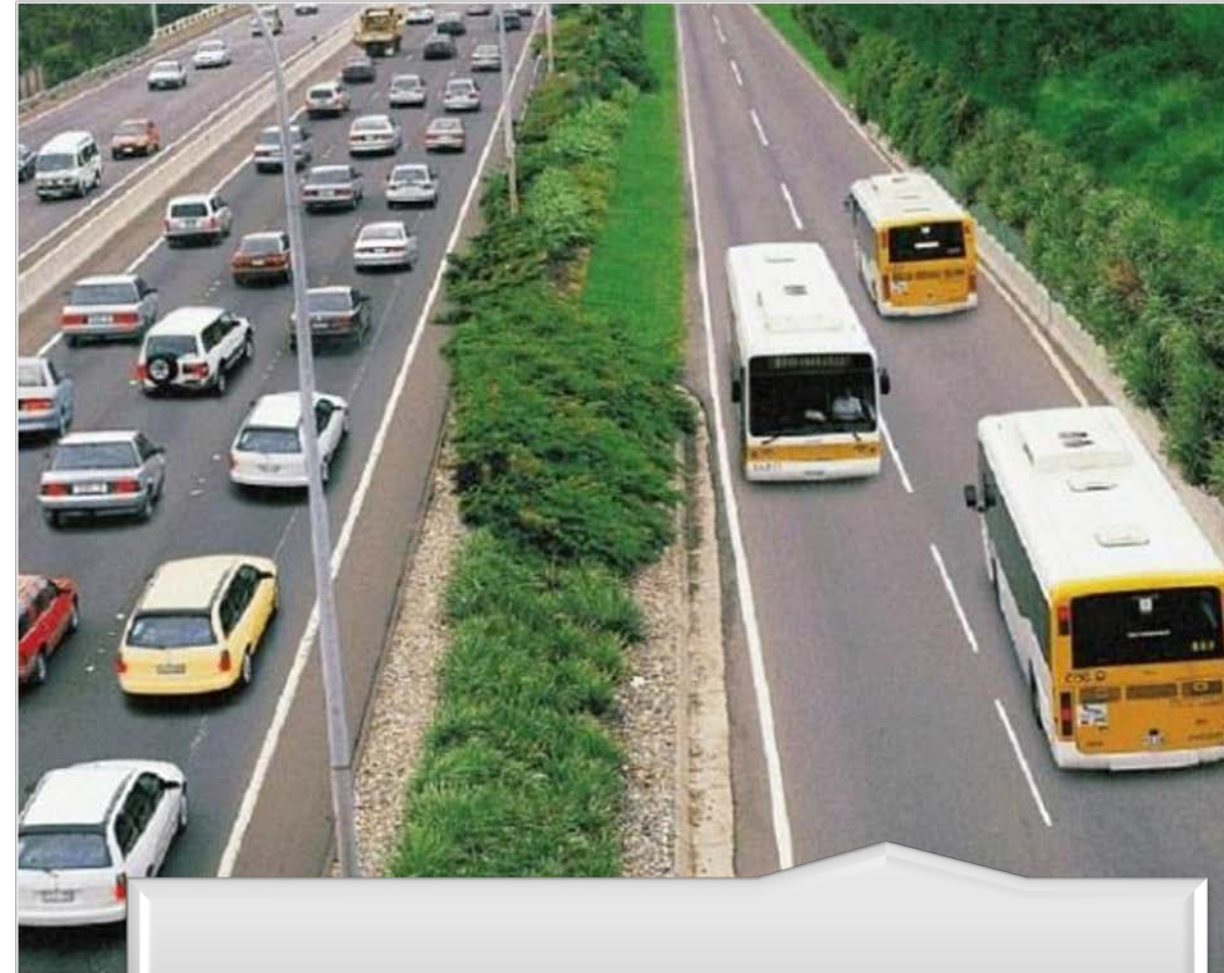
COST

CAPITAL CONSTRUCTION COSTS



- IMPLEMENTATION COST

Typical Station Elements



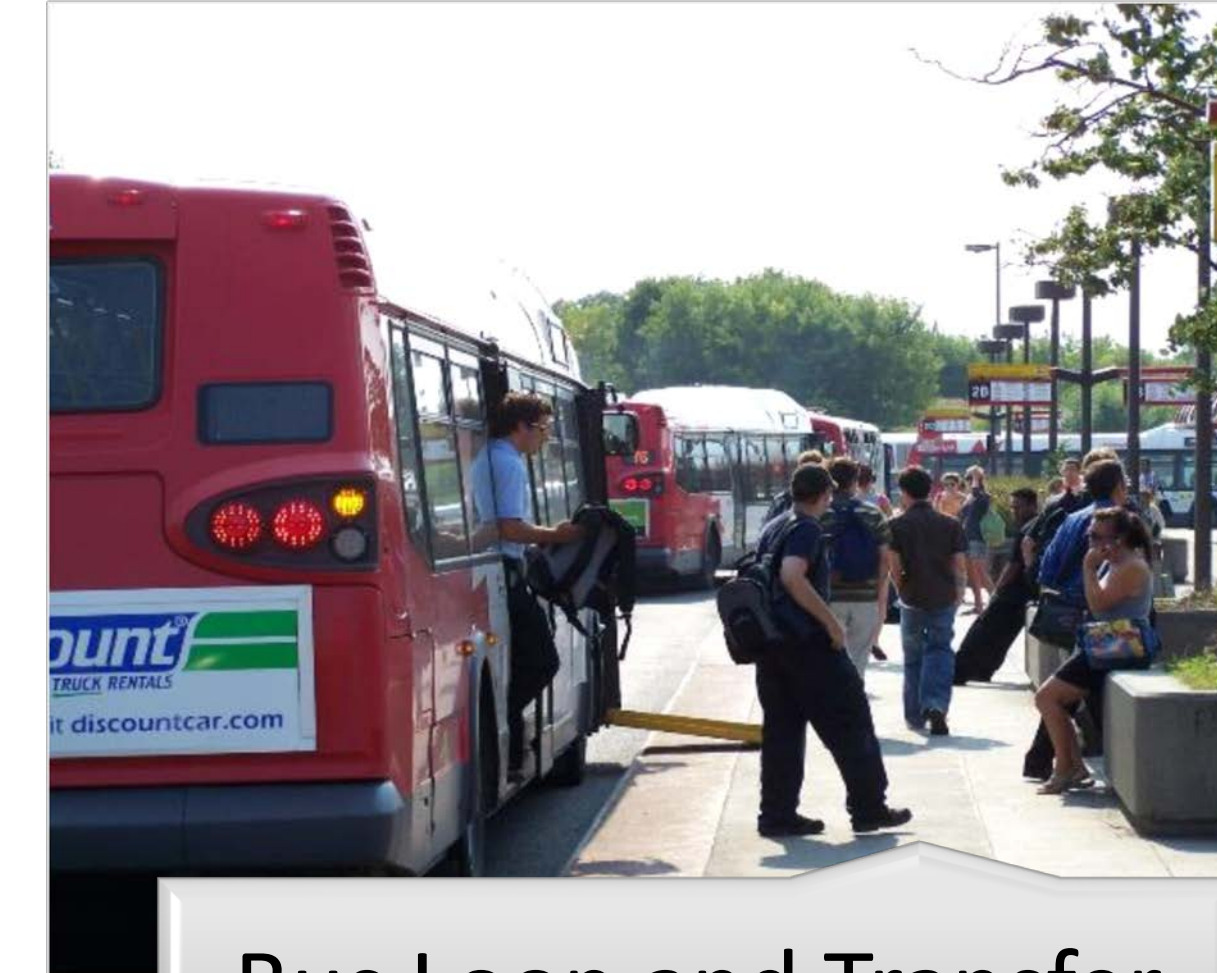
Runningway



Platforms



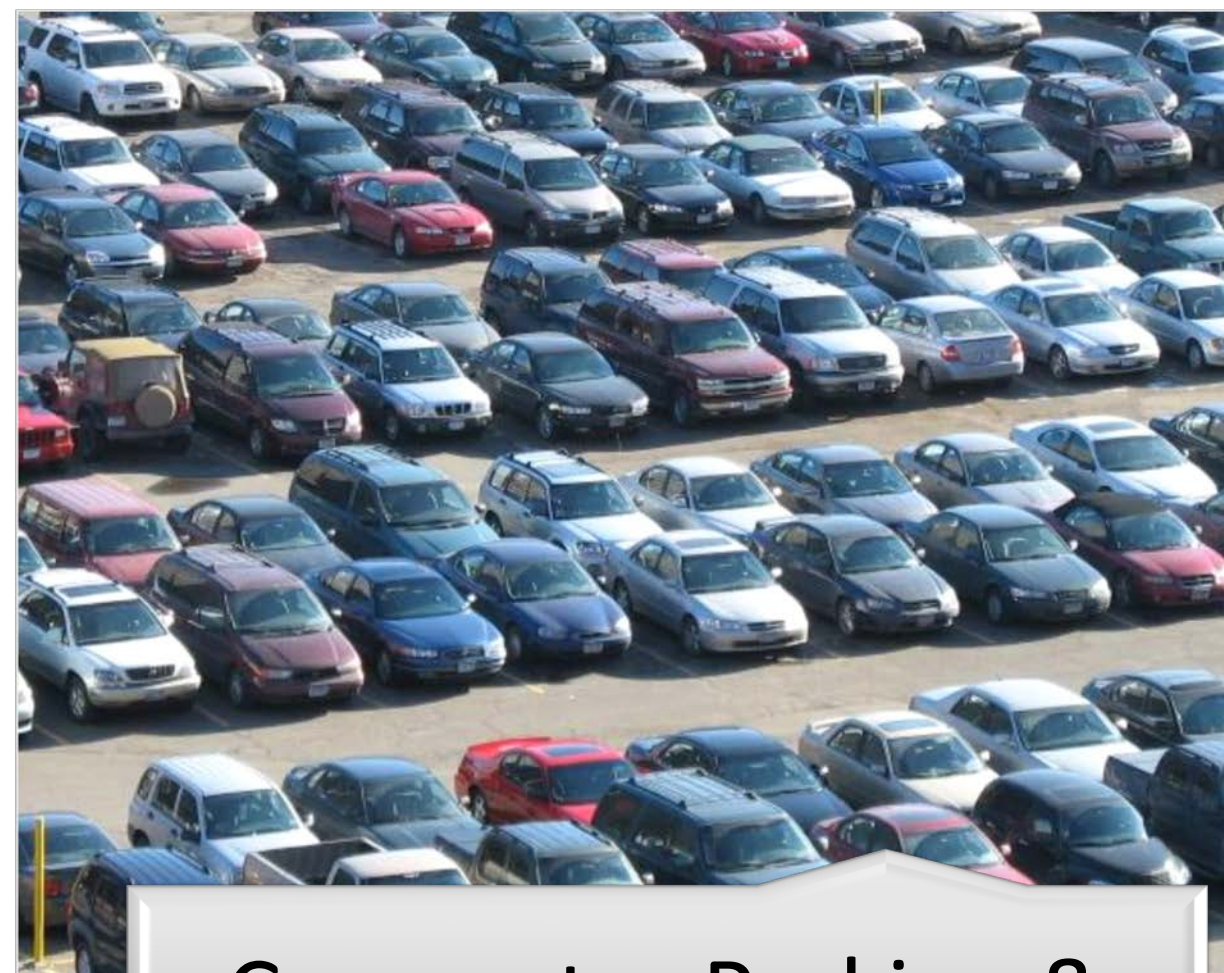
Pedestrian Connections
(Bridges & Walkways)



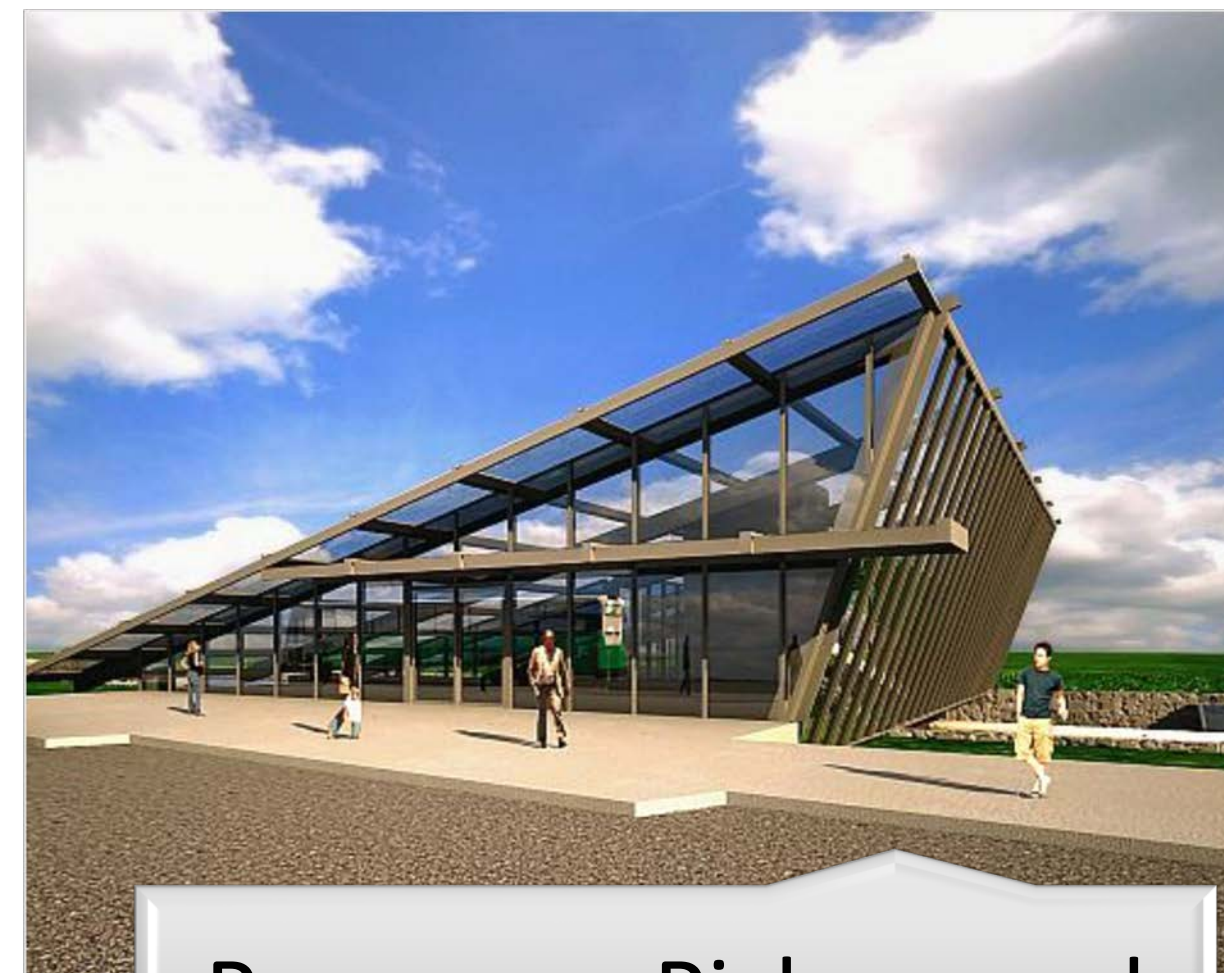
Bus Loop and Transfer
Area



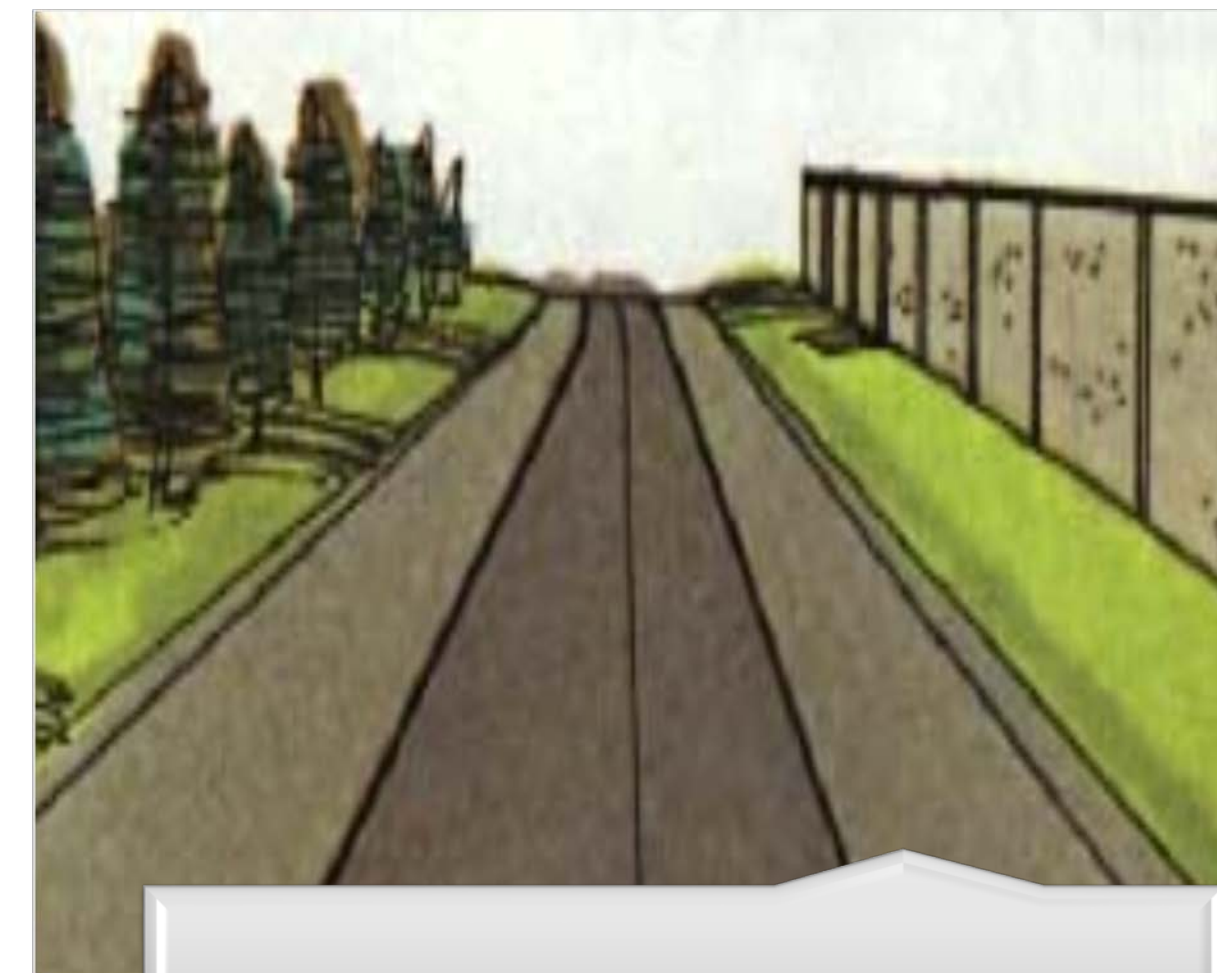
Bicycle Parking



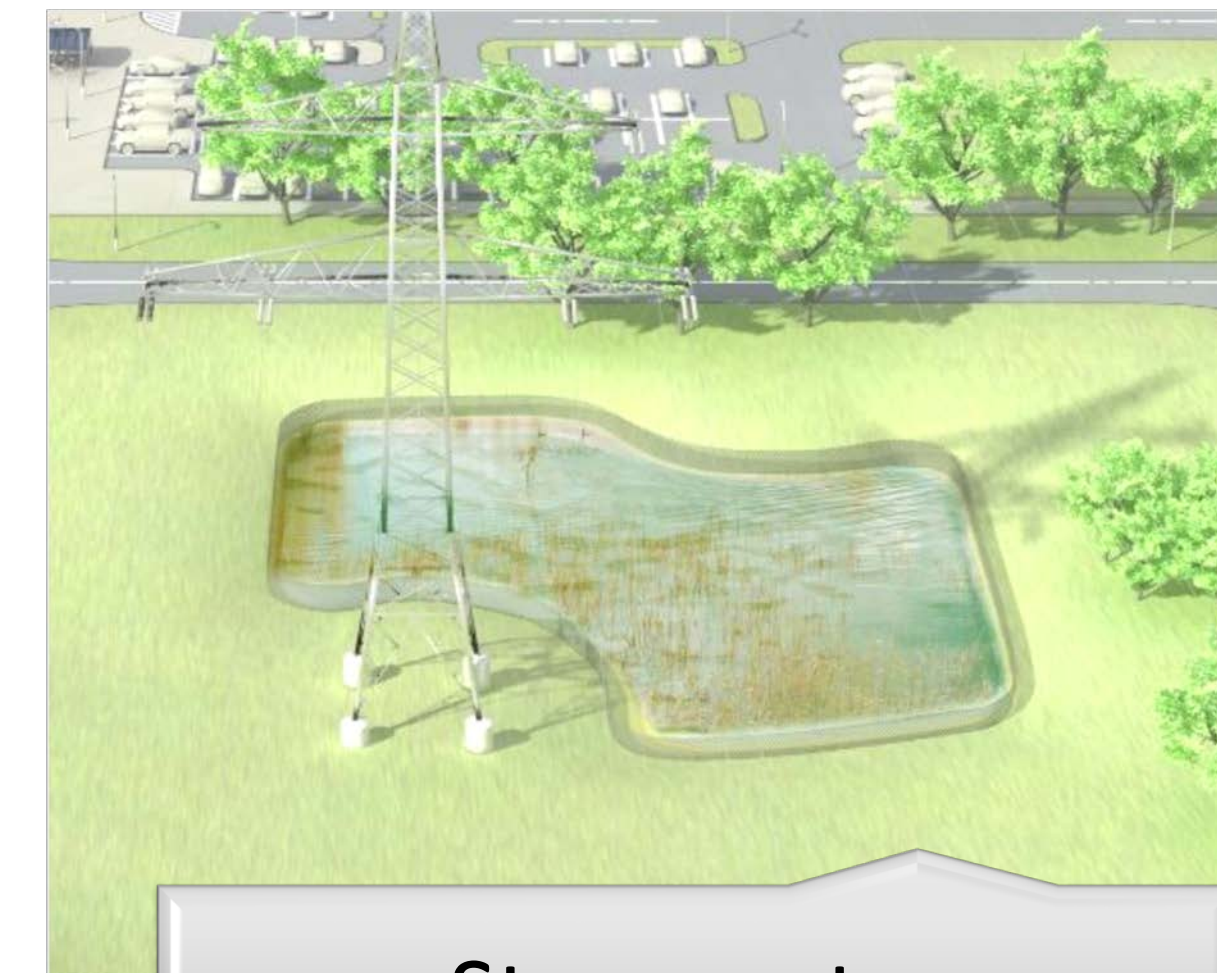
Commuter Parking &
Carpool Parking



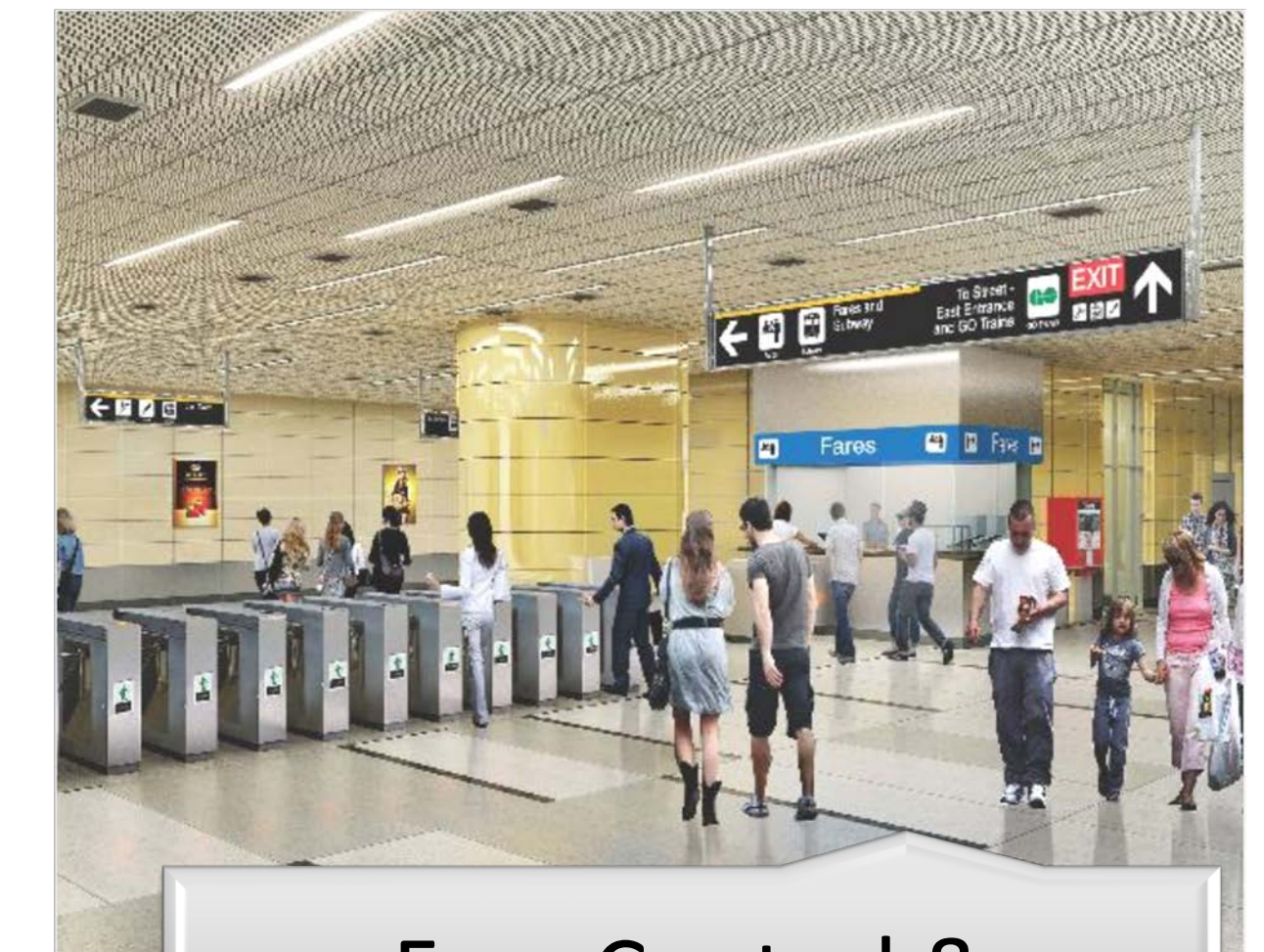
Passenger Pick-up and
Drop-off Area (PPUDO)



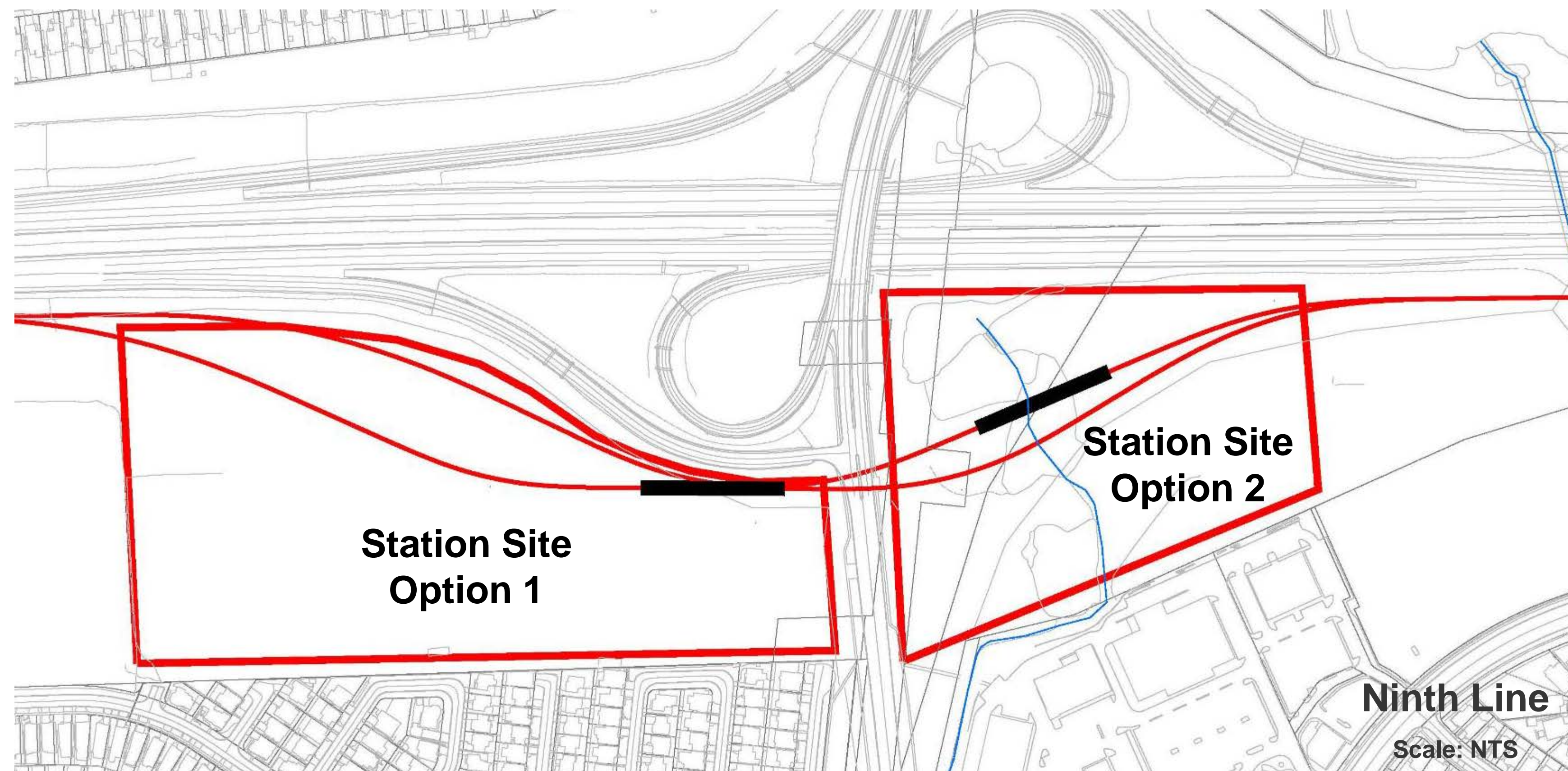
Landscaping



Stormwater
Management Pond



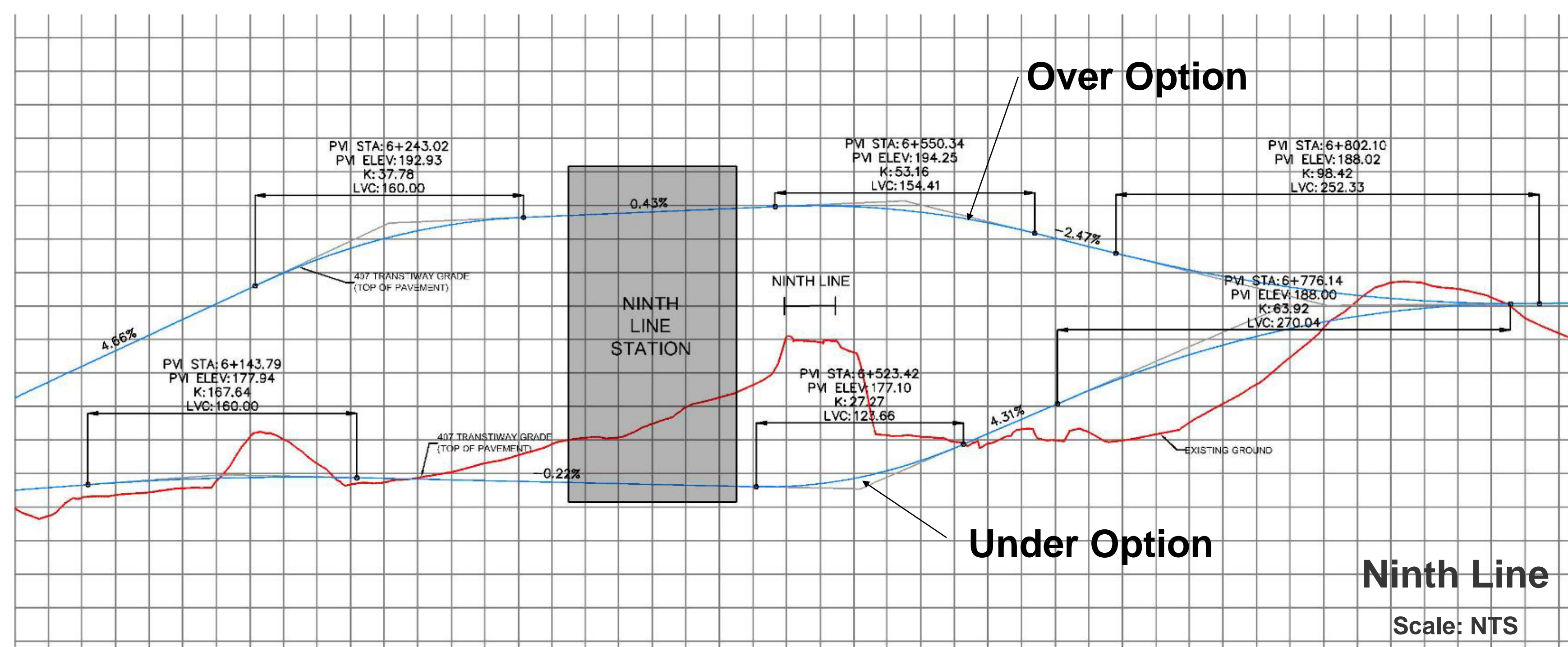
Fare Control &
Wayfinding



Horizontal Alignment Criteria

- 110 km/h design speed on runningway (100km/h operating speed)
- 80 km/h design speed through stations (60km/h operating speed)
- Provide a station platform as convenient as possible to users
- Minimize impact to existing and planned infrastructure
- Minimize impact to surrounding environment, utilities and Highway 407
- 100m long straight/flat section required for station (LRT)

ONE ALIGNMENT IS BEING PRESENTED BASED ON INITIALLY PREFERRED STATION SITES



Vertical Alignment Criteria

- Minimize vertical difference between surface facility and station platform
- Minimize impact to surrounding environment, utilities and Highway 407
- Minimize cost and length of structures
- 0.5% maximum platform grade (LRT)
- 4.5% maximum desirable grade (LRT)

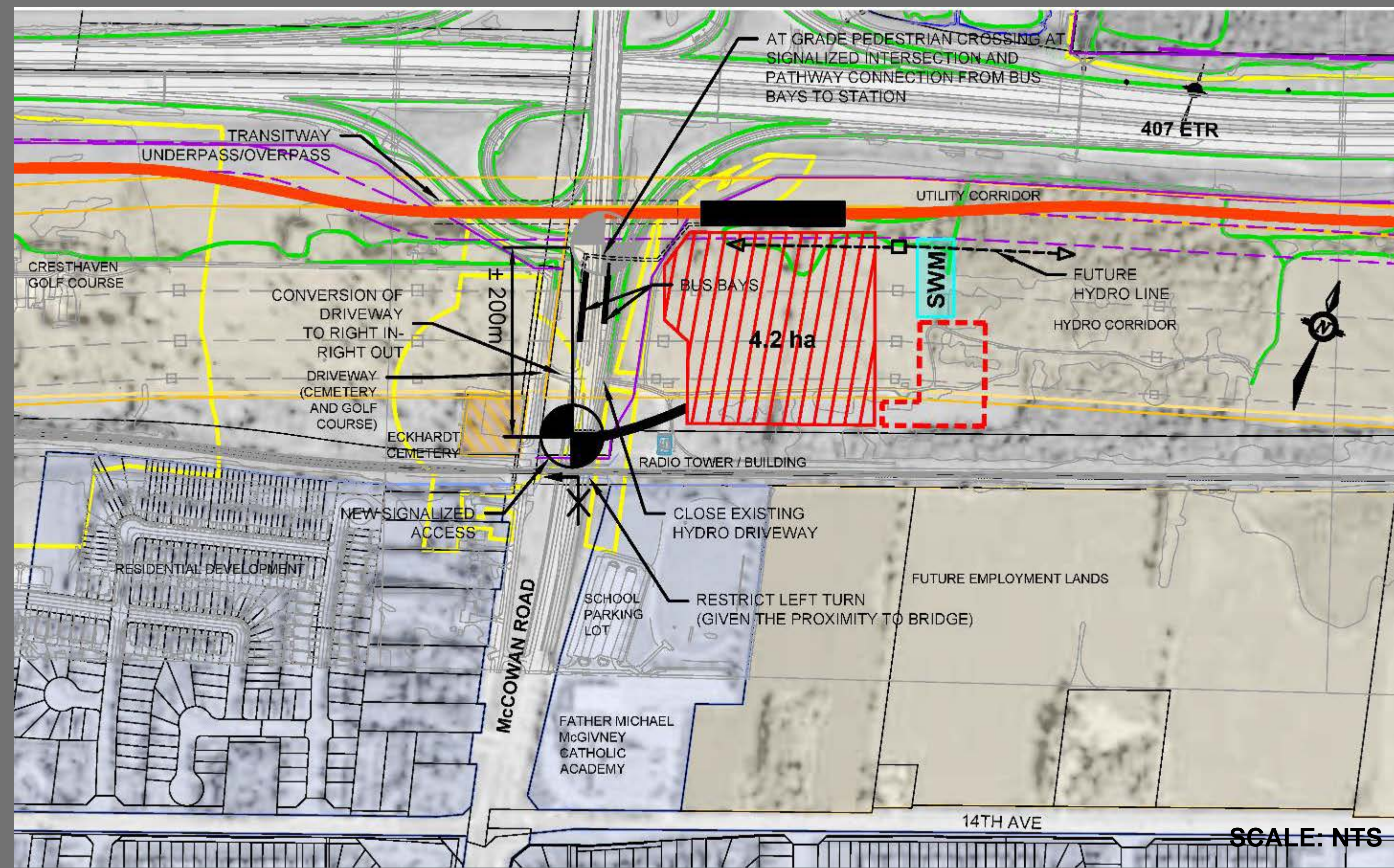
BOTH OPTIONS OF CROSSING OVER OR UNDER THE MAIN ARTERIALS ARE CURRENTLY BEING CONSIDERED

STANDARDS USED ARE CONSISTENT WITH THE CENTRAL SECTION (HWY 400 TO KENNEDY RD) ENVIRONMENTAL ASSESSMENT DESIGN

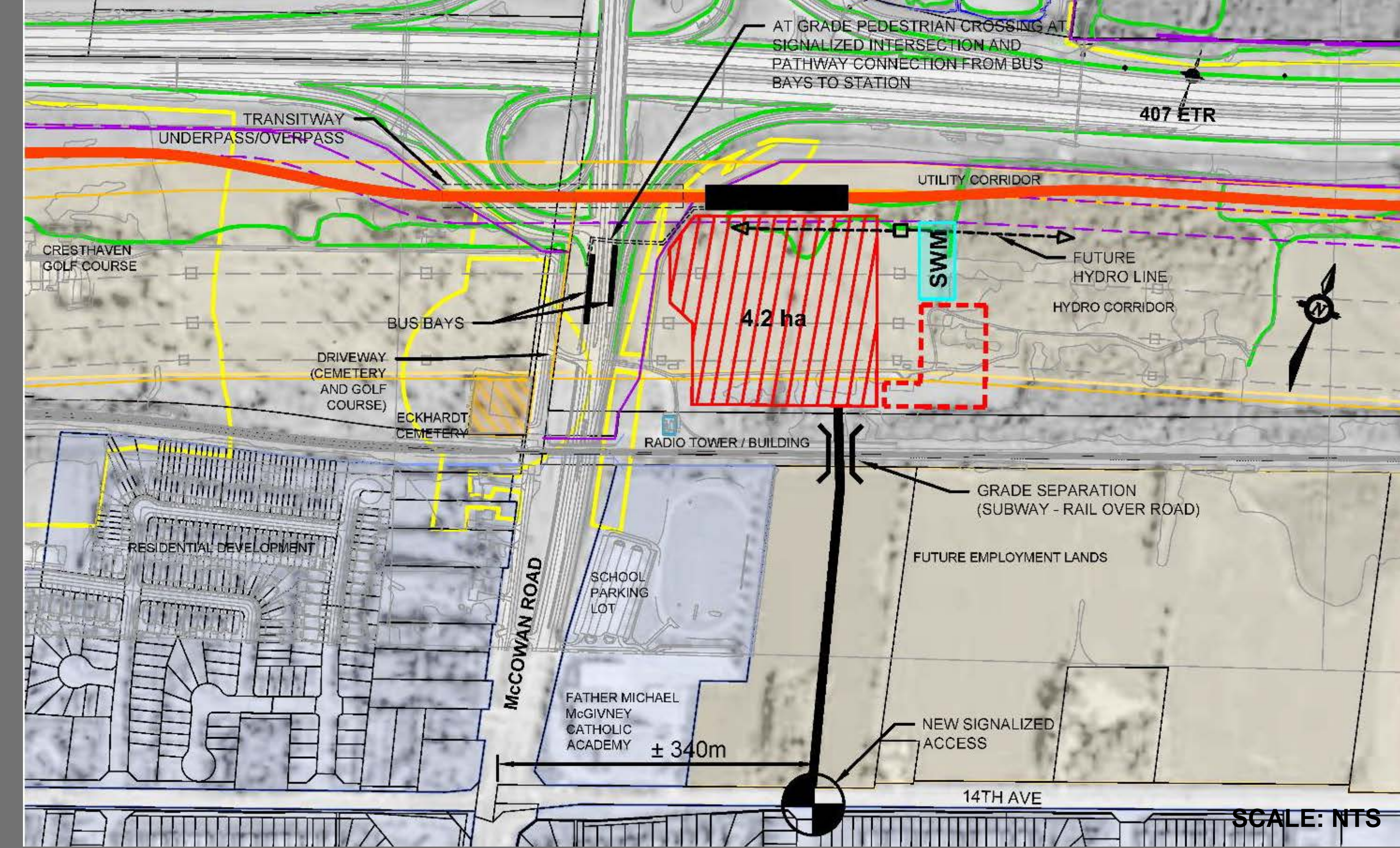
McCowan Road Station – Site Alternatives



NOT PREFERRED



NOT PREFERRED



INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

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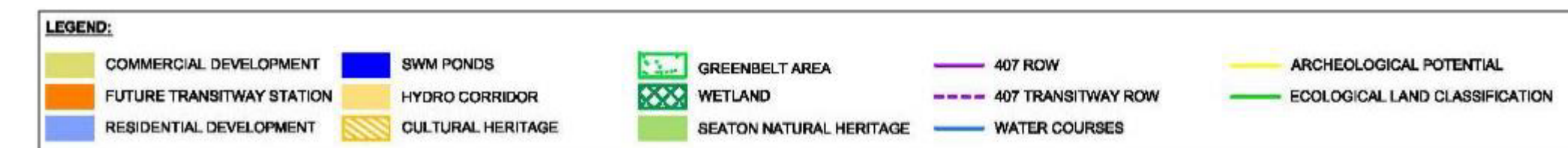
LAND AVAILABILITY LIMITATIONS; POTENTIAL SIGHT RESTRICTIONS AND EXCESSIVE COSTS OF VEHICULAR ACCESS OPTIONS; UN-FEASIBLE PEDESTRIAN ACCESS; PROXIMITY OF ADJACENT STATIONS

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SE ALTERNATIVE 1	
Natural Environment	Watercourse located east of station site	Good
Social Environment	Station site is located within the hydro corridor under 500kv lines, precluding the possibility of including a bus loop on the station site.	Poor
	Access Rd impacts hydro lands and large retaining wall structure required adjacent to rail line Significant impacts expected to traffic in the area during construction of Transitway facilities	Poor
Cultural Environment	No Impacts anticipated	Good
Transitway Operation	Alignment: Large tunnel or viaduct structure required to cross McCowan Rd and Highway 407 ramps	Poor
	Implementation: Hydro regulations prohibit buses stopping under the 500kv lines; consequently, staged implementation with buses operating on Highway 407 is not possible	Poor
Accessibility	Vehicular: Access from McCowan Rd., due to signalling spacing standards, needs to be placed adjacent to the railway bridge, resulting in driver sight line concerns.	Poor
	Pedestrian: Pedestrian access would require a crossing at the signal with un-controlled crossing of the S-E ramp which is undesirable due to serious safety concerns. Vertical structure and tunneled or bridged walkway not considered feasible due to excessive cost.	Poor
	Transit connectivity: On street bus stops would be required with same pedestrian access implications as there is no possibility for bus accessing the station site.	Poor
Site Area	Sufficient space available for park and ride, provided it is located under the Hydro corridor; however, land available between the Hydro Corridor and the Transitway is insufficient to accommodate a bus loop.	Poor
Constructability	Complicated construction due to proximity of railroad and presence of hydro corridor	Poor
Construction Cost	Very high.	Poor

EVALUATION CRITERIA	SE ALTERNATIVE 2	
Natural Environment	Same as SE Alternative 1	Good
Social Environment	Station site is located within the hydro corridor under 500kv lines, precluding the possibility of including a bus loop on the station site.	Poor
	Access crosses a planned commercial development; it requires a bridge to cross the railway; and crosses under the hydro towers. Significant impacts expected to traffic in the area during construction of Transitway facilities	Poor
Cultural Environment	Same as SE Alternative 1	Good
Transitway Operation	Same as SE Alternative 1	Poor
Accessibility	Vehicular: Long access Rd. 700 m. from 14 th Ave.	Poor
	Pedestrian: Pedestrian access would require a crossing at the signal with un-controlled crossing of the S-E ramp which is undesirable due to serious safety concerns. Vertical structure and tunneled or bridged walkway not considered feasible due to excessive cost.	Poor
	Transit connectivity: On street bus stops would be required with same pedestrian access implications as there is no possibility for bus accessing the station site.	Poor
Site Area	Same as SE Alternative 1	Poor
Constructability	Same as SE Alternative 1	Poor
Construction Cost	Very High	Poor

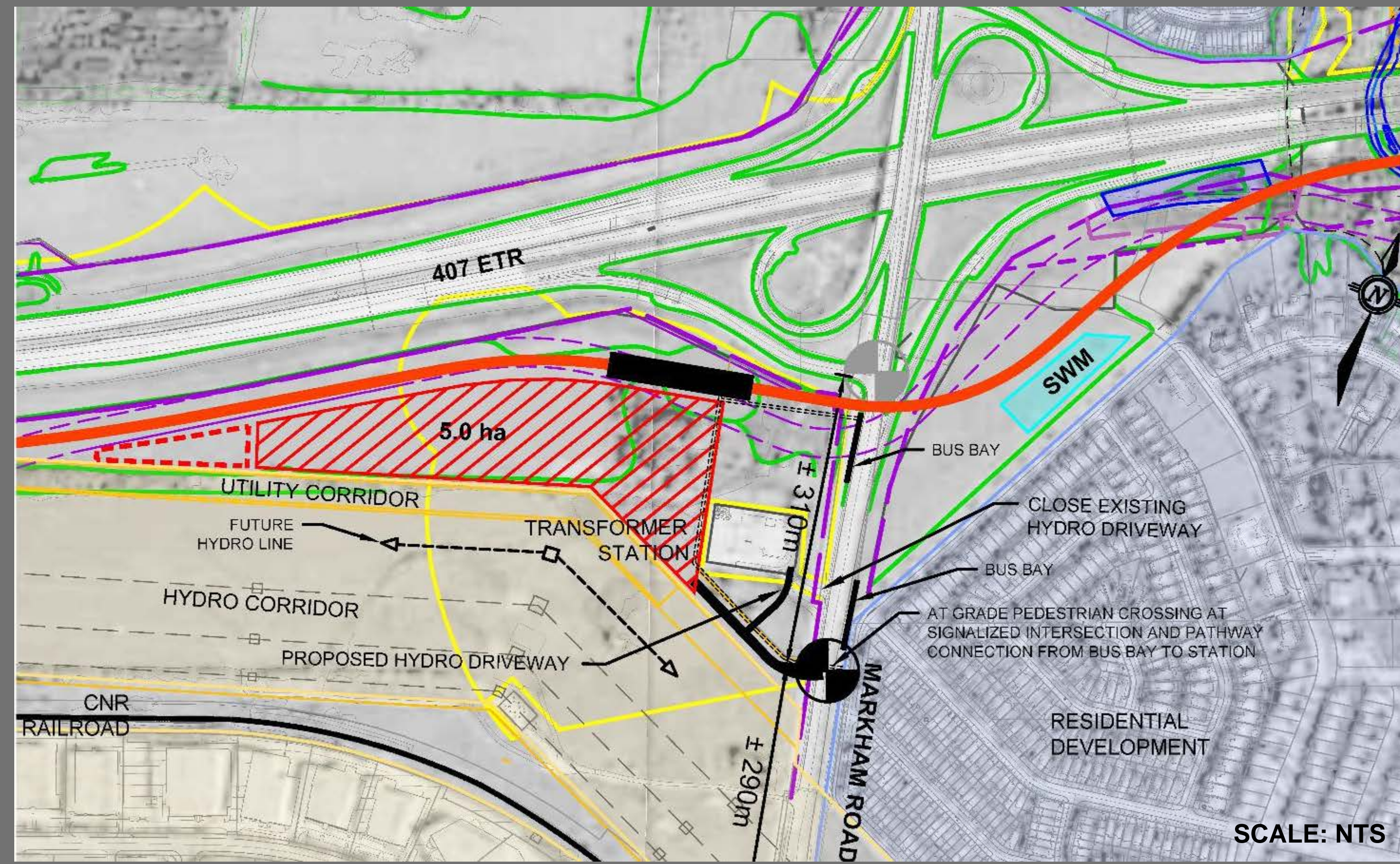
GOOD POOR



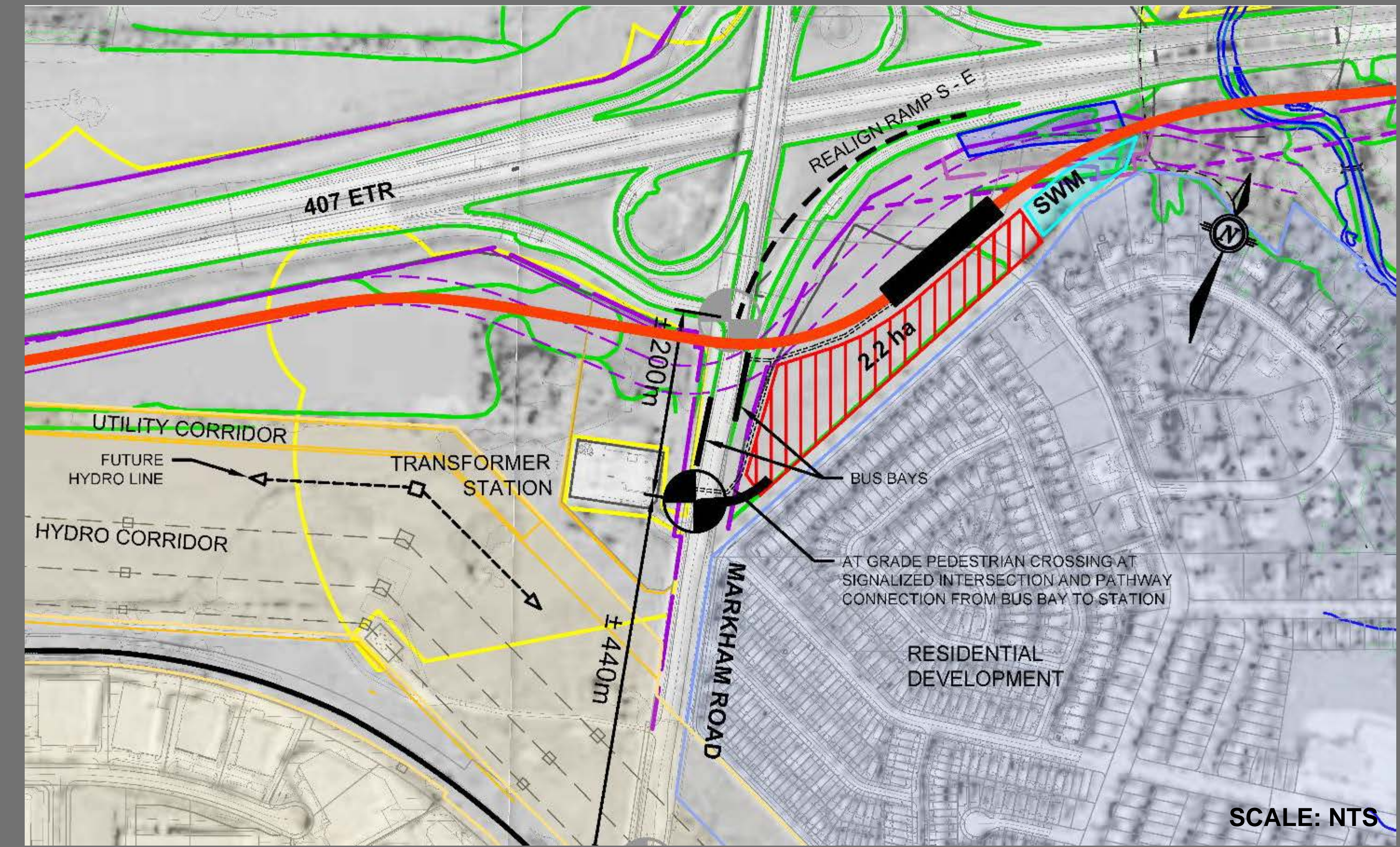
Markham Road Station – Site Alternatives



PREFERRED



NOT PREFERRED

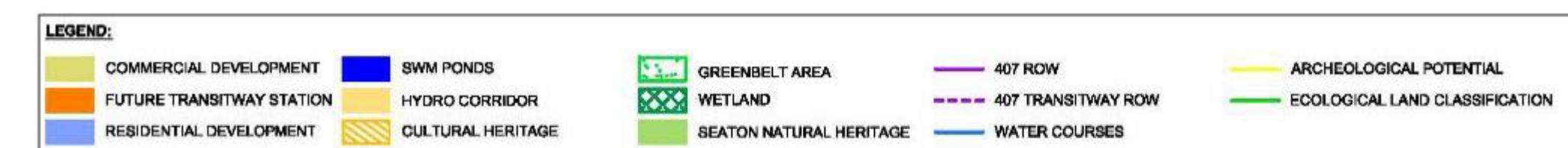


INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

SUFFICIENT LAND AVAILABLE AND POTENTIAL FOR EXPANSION ON WEST SIDE WHILE INSUFFICIENT LAND TO ACCOMMODATE COMPLETE STATION FACILITY ON THE EAST; NO ENVIRONMENTAL CONSTRAINTS ON WEST SIDE WHILE PRESENCE OF RESIDENTIAL DEVELOPMENT SOUTH OF EAST SITE.

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Potential impacts to wetlands north of transformer station, to be further evaluated.	Yellow
Social Environment	Station site is located just north of the hydro corridor under 500kV lines, within lands designated for transportation and utilities. Hydro One will need to agree to partial usage of their corridor.	Yellow
Cultural Environment	Area of potential archaeological interest.	Yellow
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation of Transitway will be possible with buses operating on Highway 407.	Green
Accessibility	Vehicular: Desirable intersection spacing. Site will be served by new signalized access located midway between 14 th Avenue and the Highway 407 ramp. Markham Hydro transformer station access will be combined with station access. Pedestrian: Station platform is located within 150m of Markham Rd. Pedestrians will cross Markham Rd at a traffic signal. Transit connectivity: A bus loop can be accommodated on site. Transit stops along Markham Rd and pedestrian connection, from the stops would be provided.	Green
Site Area	Sufficient space available for parking lot (5.0 ha). Additional (expansion) parking could be provided within the hydro corridor.	Green
Constructability	Markham Rd and 407 S-E ramp will be impacted during construction. Proper construction staging will be developed to minimize effects.	Green
Construction Cost	Medium	Yellow

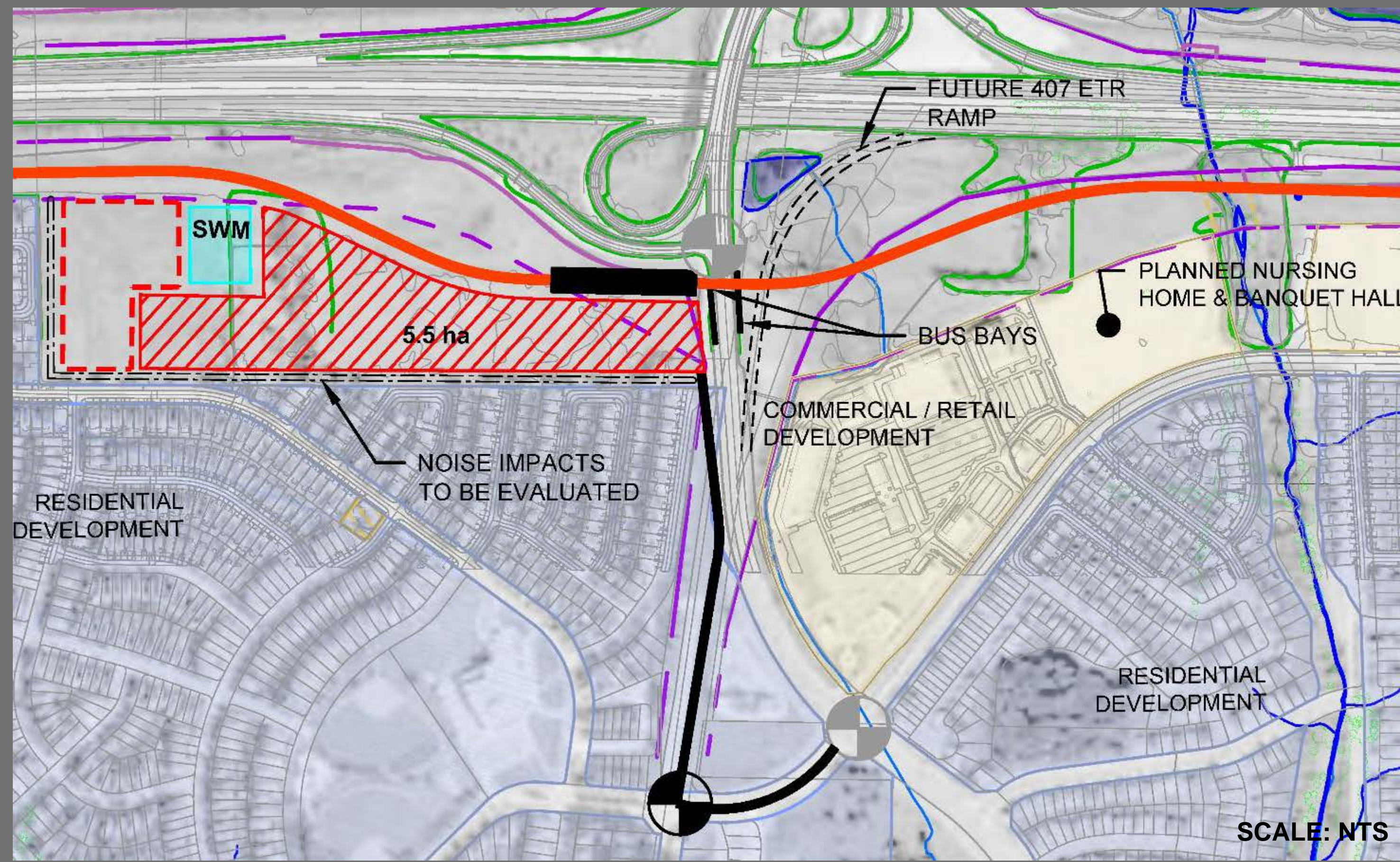
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Rouge River located immediately east of station site. Potential hydrological impacts.	Yellow
Social Environment	Station is located within lands designated for transportation and utilities. Increased noise impacts to adjacent residential neighbourhood. It would require a noise barrier. Site access impacts Highway 407 S-E Ramp (it would require tightening of ramp geometry).	Red
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation of Transitway will be possible with buses operating on Highway 407.	Green
Accessibility	Vehicular: Minimum intersection spacing provided. Site will be served by new signalized access located 200m south of Highway 407 interchange. Pedestrian: Station platform is located within 200m of Markham Rd. Pedestrians would cross Markham Rd at a traffic signal. Transit connectivity: Limited land availability will restrict potential bus loop. Transit stops along Markham Rd and pedestrian connection from the stops would be provided.	Red
Site Area	Site area is significantly constrained by residential development to the south and the Rouge River to the east (2.2 ha available). Space available is insufficient to accommodate required parking-lot size with no possibility of any future expansion.	Yellow
Constructability	Markham Rd and Highway 407 S-E ramp will be impacted during construction.	Red
Construction Cost	Medium	Yellow



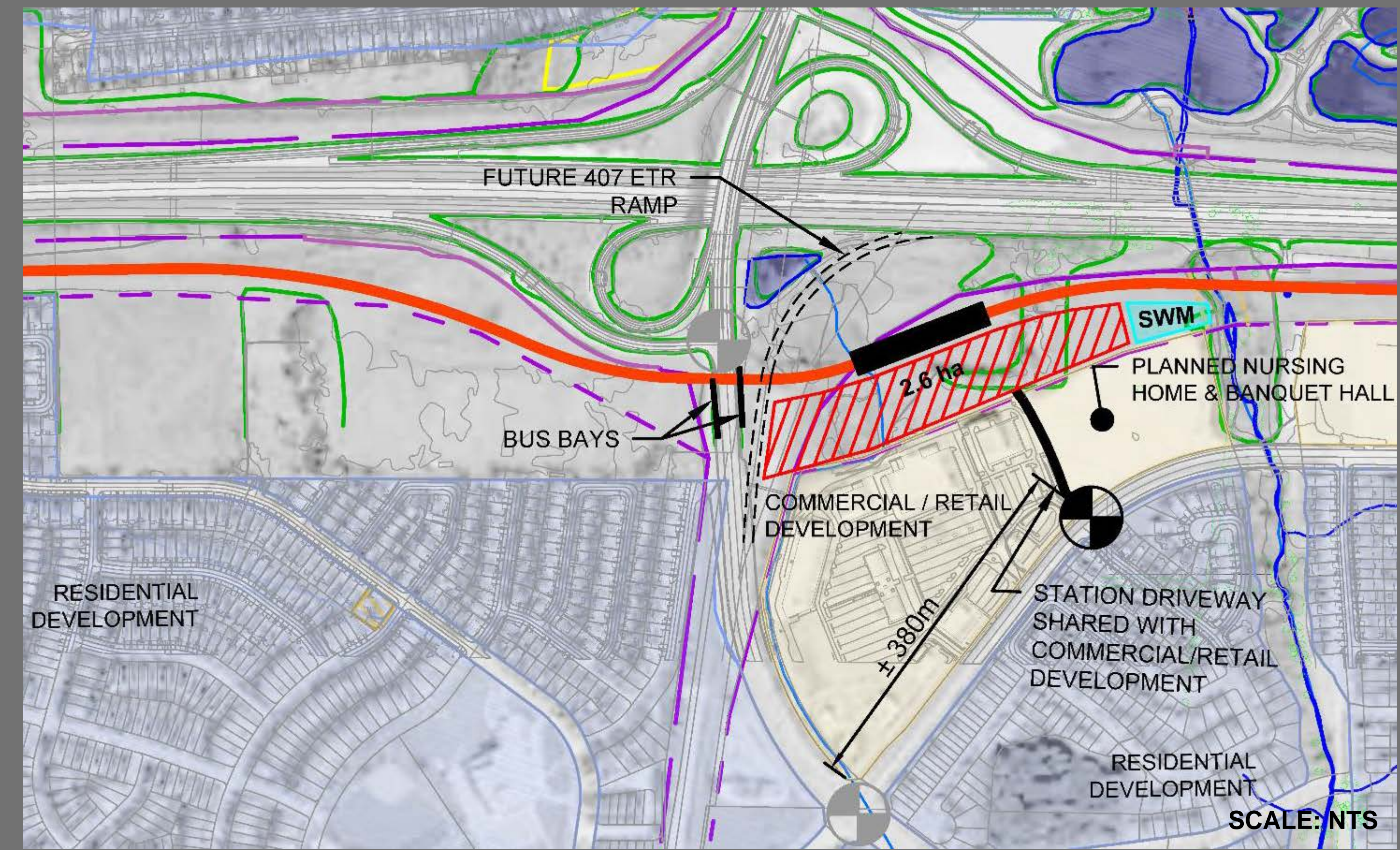
Ninth Line Station – Site Alternatives



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NOT PREFERRED



INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

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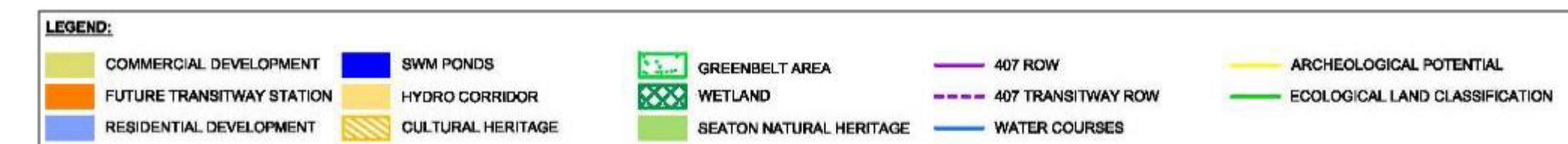
PROTECTED LAND AND RIGHT OF WAY FOR ACCESS ROAD SEPARATED FROM LOCAL ROADS; SUFFICIENT LAND AVAILABLE AND POTENTIAL FOR EXPANSION ON WEST SIDE WHILE INSUFFICIENT LAND FOR A COMPLETE STATION FACILITY ON THE EAST; POTENTIAL SOCIAL EFFECTS ON BOTH SITES DUE TO PRESENCE OF RESIDENTIAL DEVELOPMENT ON THE WEST, AND FUTURE MEDICAL CENTRE ON THE EAST – MITIGATION MEASURES TO BE ASSESSED.

SW ALTERNATIVE

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	No significant impacts anticipated	GOOD
Social Environment	Station site is located within lands protected for the Transitway station (per Markham Official Plan). Potential noise impacts to be assessed during field investigations. Traffic infiltration avoided by not providing a vehicular connection from local roads within the residential area	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Meets design standards, Underpass alignment minimizes grades separation at station. Implementation: Staged implementation with the Transitway operating on Highway 407 is feasible for westbound service. For eastbound service, it will be feasible providing the Highway 407 S-E ramp is constructed. This stage would involve significant out-of-the-way travel.	GOOD
Accessibility	Vehicular: Site access will be provided using the Old Ninth Line corridor which has been protected for station access; travel distance from Ninth Line = 700 metres. Traffic signals will likely be required at the intersection of Old Ninth Line and Copper Creek Dr. Pedestrian: Short walking distance from Ninth Line to station platform (i.e. 100m). Pedestrians will be required to cross Ninth Line at traffic signals. Avoids conflict with future 407 ETR S-E Ramp. Potential for walkway from residential neighbourhood. Transit connectivity: A bus loop can be accommodated on site. Transit stops along Ninth Line, and pedestrian connection from the stops will be provided.	GOOD
Site Area	Sufficient space available for parking lot (5.5 ha). Additional area for parking available to the west of the site.	GOOD
Constructability	No major concerns.	GOOD
Construction Cost	Medium	GOOD

SE ALTERNATIVE

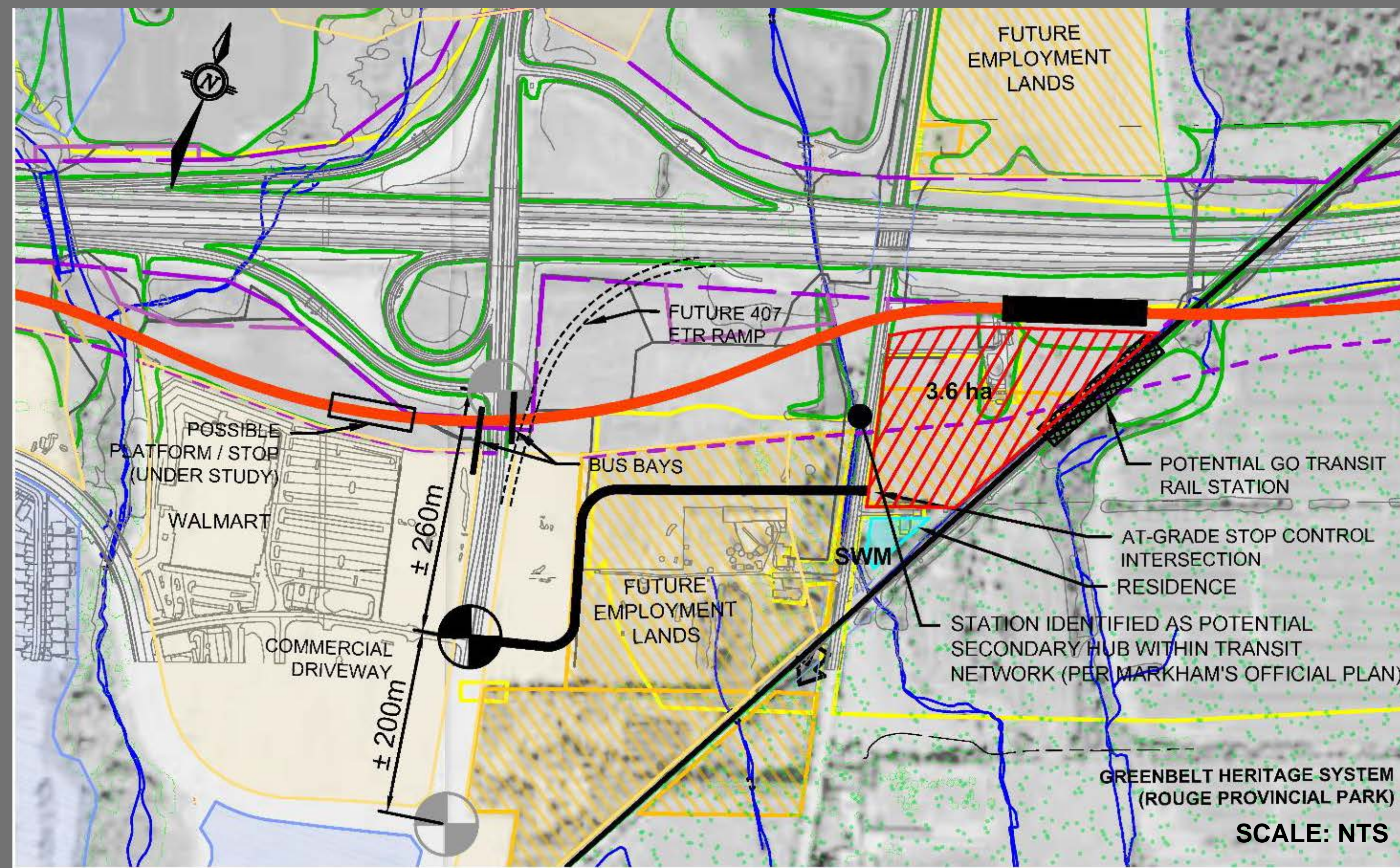
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	A tributary of the Rouge River, runs to the east of the potential station site.	GOOD
Social Environment	Station driveway will need to be combined with the existing driveway to the Boxgrove Medical Arts Centre and will encroach into the commercial lands located further to the west. Potential noise impacts to be assessed during field investigations.	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Meets design standards however overpass alignment likely required due to creek located to the east of the station platform. Overpass alignment would significantly increase alignment complexity and cost. Implementation: Same as SW Alternative.	POOR
Accessibility	Vehicular: Site access will be provided via Copper Creek Drive (approx. 380m east of Ninth Line). Pedestrian: Pedestrian access from Ninth Line to station platform (i.e. 200m) will conflict with future 407 ETR S-E Ramp requiring a level, free flow crossing of the ramp. Transit connectivity: Limited land availability will restrict potential bus loop. Transit stops along Ninth Line, and pedestrian connection from the stops would be provided.	GOOD
Site Area	Site area is significantly constrained by commercial development to the south and the Rouge River tributary to the east (2.6 ha available). Space available is insufficient to accommodate required parking-lot size and has no expansion potential.	POOR
Constructability	Impact will depend on when the Highway 407 S-E Ramp is built.	GOOD
Construction Cost	Medium	GOOD



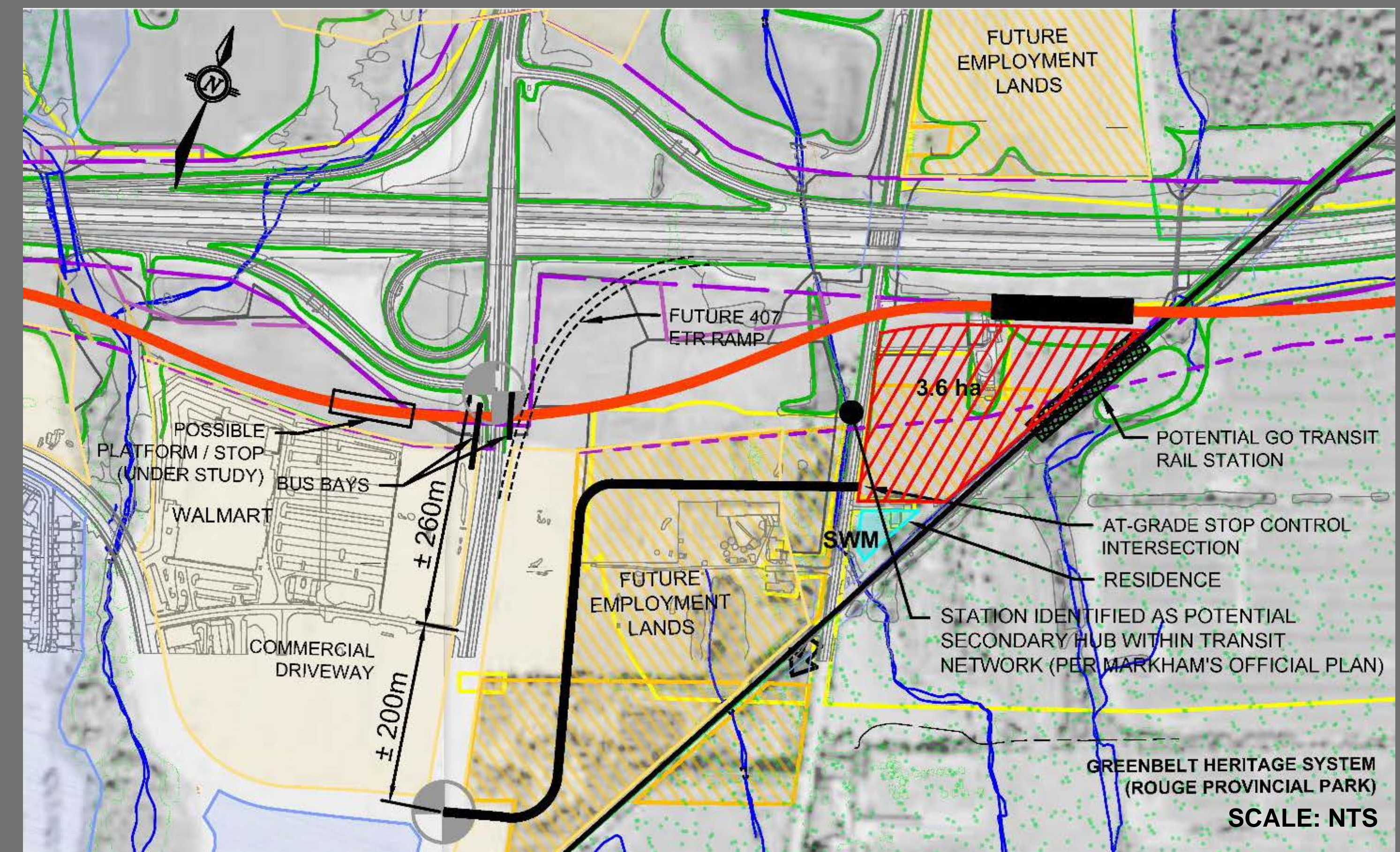
Donald Cousens Station – Site Alternatives



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NOT PREFERRED



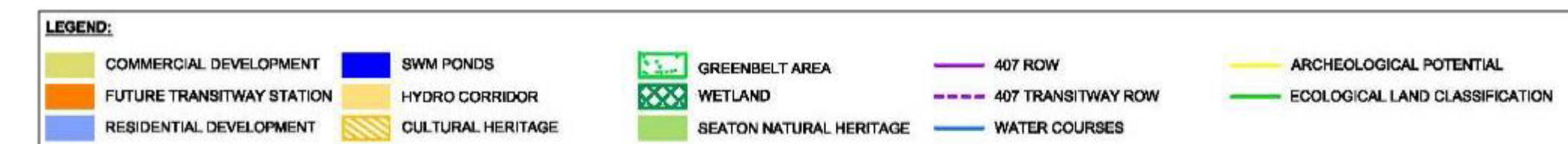
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

SE ALTERNATIVE 1

THE STATION FACILITY ADJACENT TO THE CP RAILWAY LINE WILL BE CONSTRUCTED ONLY IF GO TRANSIT IMPLEMENTS PASSENGER SERVICE ALONG THE CP CORRIDOR; A POTENTIAL INTERIM TRANSITWAY STOP ON THE WEST SIDE OF DONALD COUSENS IS UNDER STUDY.

EVALUATION CRITERIA	SE ALTERNATIVE 1	
Natural Environment	Station site located adjacent to the Greenbelt Natural Heritage System and the Rouge Provincial Park.	Yellow
Social Environment	It impacts two residential properties east of Reesor Rd (further assessment will be done). If GO Transit provides future commuter rail service between Toronto and the Peterborough area on the Havelock railway corridor, the station will serve as a transfer hub.	Yellow
Cultural Environment	Station will impact the designated heritage property located on the east side of Reesor Rd (a detailed heritage assessment and review of mitigation opportunities will be undertaken).	Red
Transitway Operation	Alignment: Elevated platform required as alignment must cross over rail line. Implementation: Staged implementation with Transitway buses operating on Highway 407 will be feasible; however, will involve significant out-of-way travel.	Yellow
Accessibility	Vehicular: Site access from Donald Cousens Pkwy would be provided by new road (approximately 0.8 km) directly opposite Walmart and integrated with the road network of the proposed business park / employment lands between Donald Cousens Pkwy and Reesor Rd. It provides for minimum signal spacing along Donald Cousens Pkwy (200m) Pedestrian: Lengthy walking distance from Donald Cousens Pkwy (approx. 800 metres), A Transitway stop west of Donald Cousens to provide a more convenient pedestrian access is being evaluated. Transit Connectivity: Bus loop may be accommodated on site however diversion from Donald Cousens Pkwy (approx. 0.8 km) will increase delays for passengers not transferring to Transitway. A Transitway stop just west of Donald Cousens (currently under review).may be an alternative to connect transit users to the Transitway.	Yellow
Site Area	Parking lot and bus loop can be accommodated, providing effects to the heritage property can be mitigated.	Yellow
Constructability	No major concerns.	Green
Construction Cost	High: long access; measures to mitigate effects to the heritage property	Red

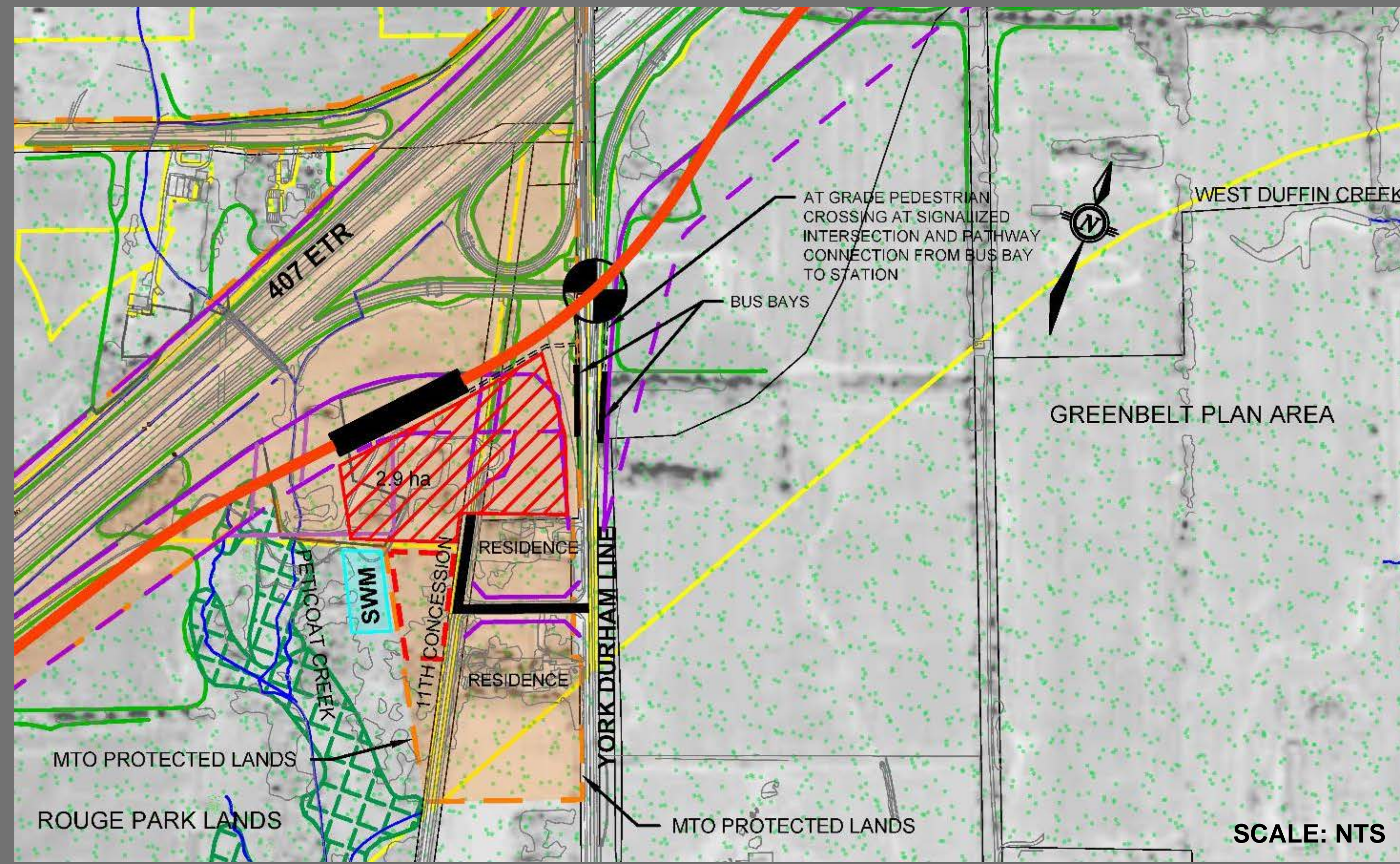
EVALUATION CRITERIA	SE ALTERNATIVE 2	
Natural Environment	Same as SE Alternative 1.	Yellow
Social Environment	Same as SE Alternative 1.	Yellow
Cultural Environment	Same as SE Alternative 1.	Red
Transitway Operation	Same as SE Alternative 1.	Yellow
Accessibility	This Station Alternative only differs from SE Alternative 1 in respect to accessibility: Vehicular: Site to be served by new access road (approx. 1.0 km) connecting to Donald Cousens Pkwy directly to the Walmart parking lot. Provides for desirable signal spacing along Donald Cousens Pkwy. Pedestrian: Lengthy walking distance from Donald Cousens Pkwy (approx. 1000 metres), A Transitway stop just west of Donald Cousens Pkwy to provide a more convenient pedestrian access is being evaluated. Transit Connectivity: Same as SE Alternative 1.	Red
Site Area	Same as SE Alternative 1.	Yellow
Constructability	Same as SE Alternative 1.	Green
Construction Cost	Same as SE Alternative 1.	Red



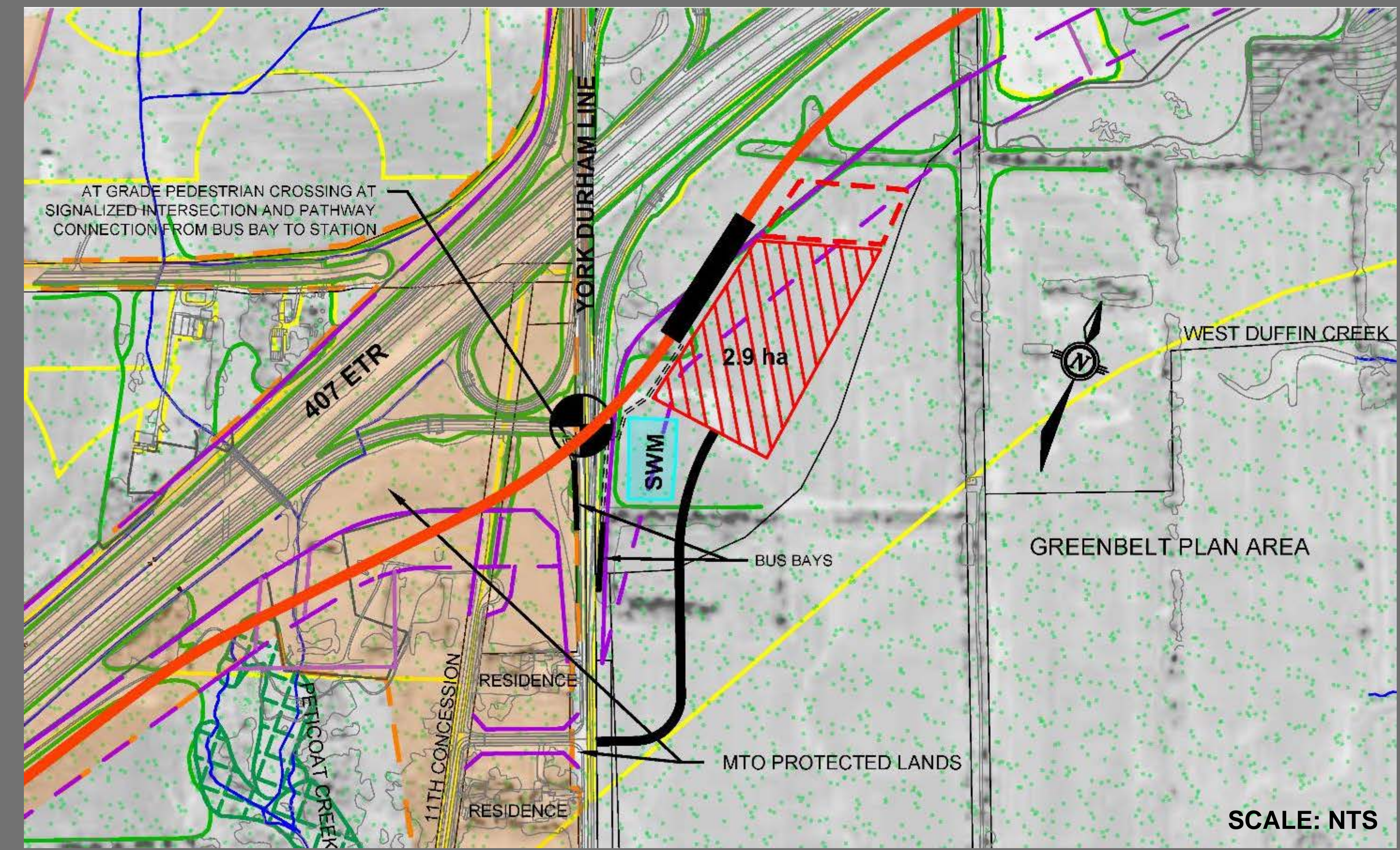
York Durham Line Station – Site Alternatives



NOT PREFERRED



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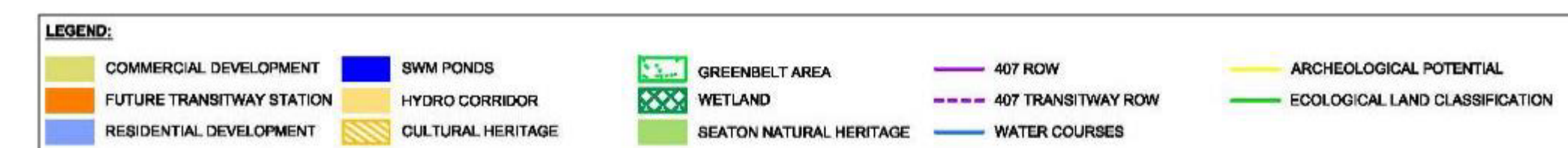
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

- LIMITED AVAILABLE LAND ON WEST SIDE; AND PROPERTY PRIVATELY OWNED ON EAST SIDE; NO TRANSIT CONNECTIVITY OPPORTUNITIES AS NO CURRENT OR PROPOSED TRANSIT SERVICE ON YORK/DURHAM LINE; NEGLIGIBLE RIDERSHIP DEMAND AT THIS LOCATION; SITE FOR SW ALTERNATIVE OWNED BY MTO WILL BE PROTECTED FOR POTENTIAL FUTURE ACCESS TO PARK LANDS

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Station site located adjacent to the Locust Hill Wetland and National Rouge Park.	Red
Social Environment	Station site located adjacent to residential properties. Station could serve as parking area and transit access to the Rouge Provincial Park.	Yellow
Cultural Environment	Area of archaeological potential. Further investigation will be undertaken.	Yellow
Transitway Operation	Alignment: Due to interchange configuration, station platform cannot be placed close to arterial without significantly impacting land on the east side of station Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access would be provided via 11th Concession Rd. Length of access road is approximately 200 metres. Pedestrian: Pedestrian crossing would be accommodated at ramp intersection. Transit connectivity: No current or proposed transit service along York/Durham Line.	Yellow
Site Area	Area could accommodate parking lot; however, there is limited flexibility for expansion as the station is surrounded by Rouge Park Lands.	Red
Constructability	No significant concerns.	Green
Construction Cost	Low	Green

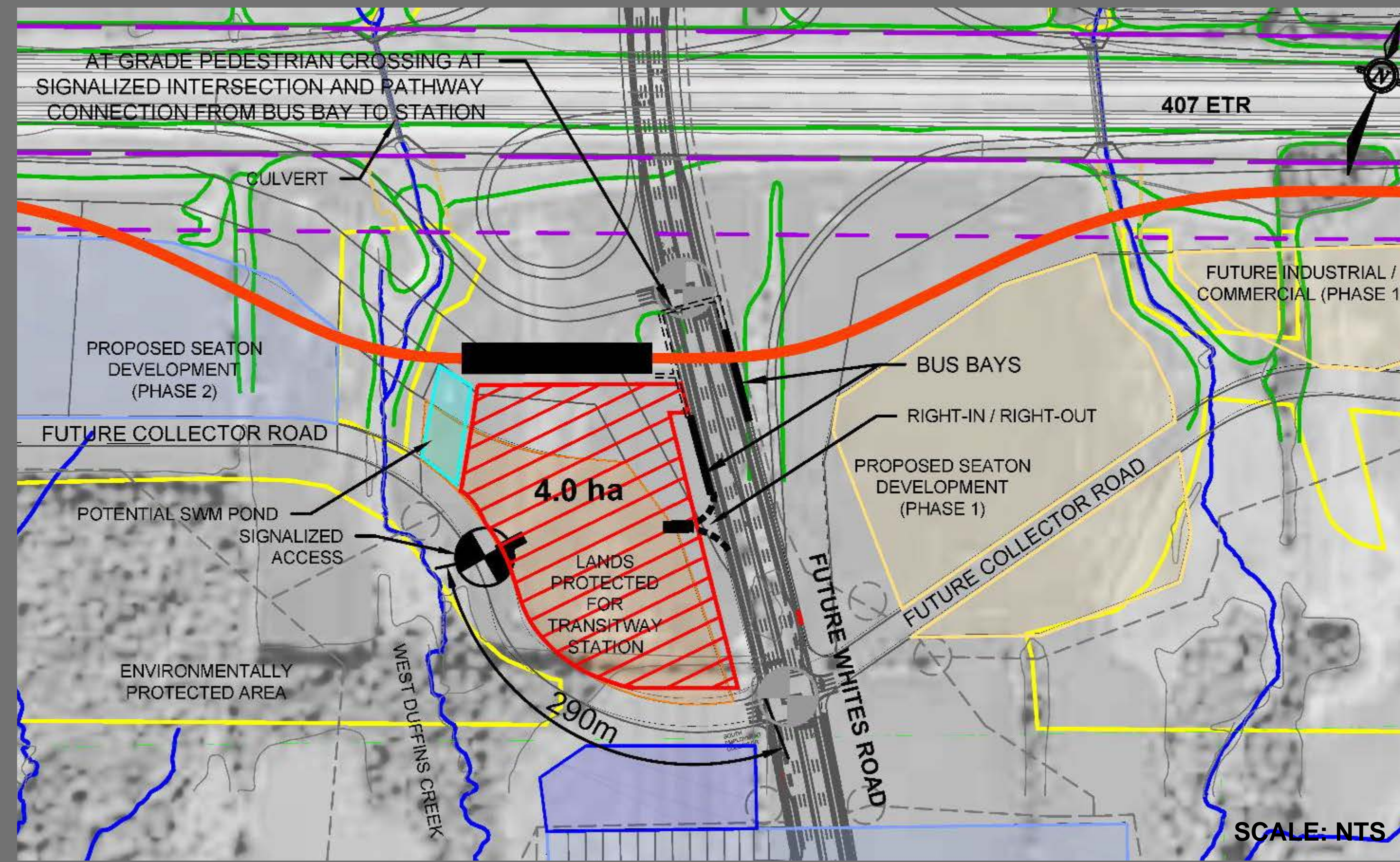
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Station site located within Protected Countryside lands, adjacent to Duffins Creek Agricultural Preserve.	Red
Social Environment	Impact to privately owned rural land. No opportunity to provide parking and transit access to the Rouge Provincial Park.	Red
Cultural Environment	Area of archaeological potential. Further investigation will be undertaken	Yellow
Transitway Operation	Alignment: Due to interchange configuration station, platform cannot be placed close to arterial without significantly impacting land on west side of station lands designated for the Rouge Provincial Park Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access will be provided opposite to 11th Concession Rd. Length of access road is approximately 300 metres. Pedestrian: Pedestrian crossing would be accommodated at ramp intersection. Transit connectivity: No current or proposed transit service along York/Durham Line.	Yellow
Site Area	Area could accommodate parking lot; however, there is limited flexibility for expansion as the station is within Greenbelt Lands.	Red
Constructability	No significant concerns.	Green
Construction Cost	Low	Green



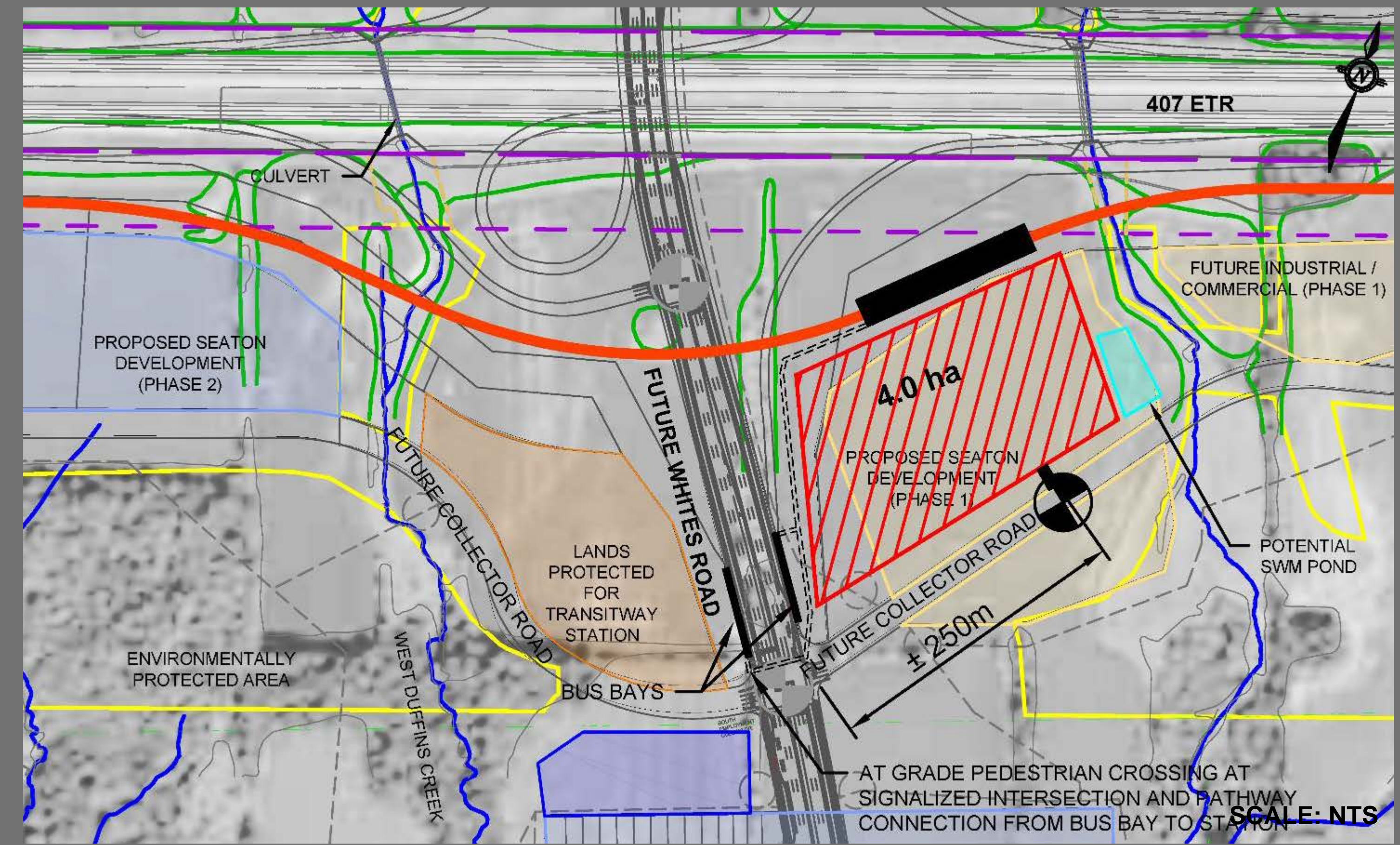
Whites Road Station – Site Alternatives



PREFERRED



NOT PREFERRED



INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

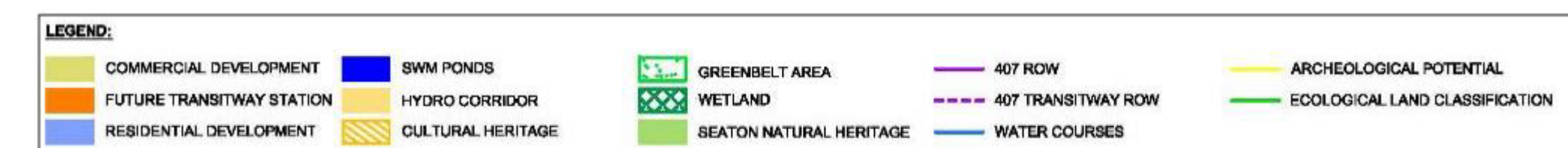
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SW ALTERNATIVE

PROTECTED LAND ON WEST SIDE IS SUFFICIENT TO ACCOMMODATE COMPLETE STATION FACILITY; WEST SITE DOES NOT PRESENT ANY CONFLICTS WITH SEATON DEVELOPMENT PLAN; CONVENIENT STATION ACCESS AND FEASIBLE TRANSITWAY ALIGNMENT ON WEST SIDE

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Potential impacts to species at risk. Further investigation will be undertaken. Tributary of West Duffins Creek runs just west of the station area. Potential hydrological impacts.	Yellow
Social Environment	Property is protected for Transitway station in Seaton Development Plan.	Green
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards. Constrained by creek to west of station site. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Yellow
Accessibility	Vehicular: Site access will be provided via a signalized access on the South Employment Collector Rd (approximately 290 meters west of Whites Rd) Pedestrian: Short walking distance from Whites Rd (i.e. 100m). Pedestrian crossing would be accommodated at signalized intersection. Transit connectivity: Bus loop will be provided on site. This station may also be suitable for interlining, where local transit vehicles can enter/exit the Transitway corridor. Right-in/out to be provided along Whites Rd for bus only use.	Yellow
Site Area	Sufficient area available for parking lot (4.0 ha). No further expansion potential due to presence of West Duffins Creek.	Yellow
Constructability	Construction can be coordinated with construction of Whites Rd and South Employment Collector.	Yellow
Construction Cost	Medium	Yellow

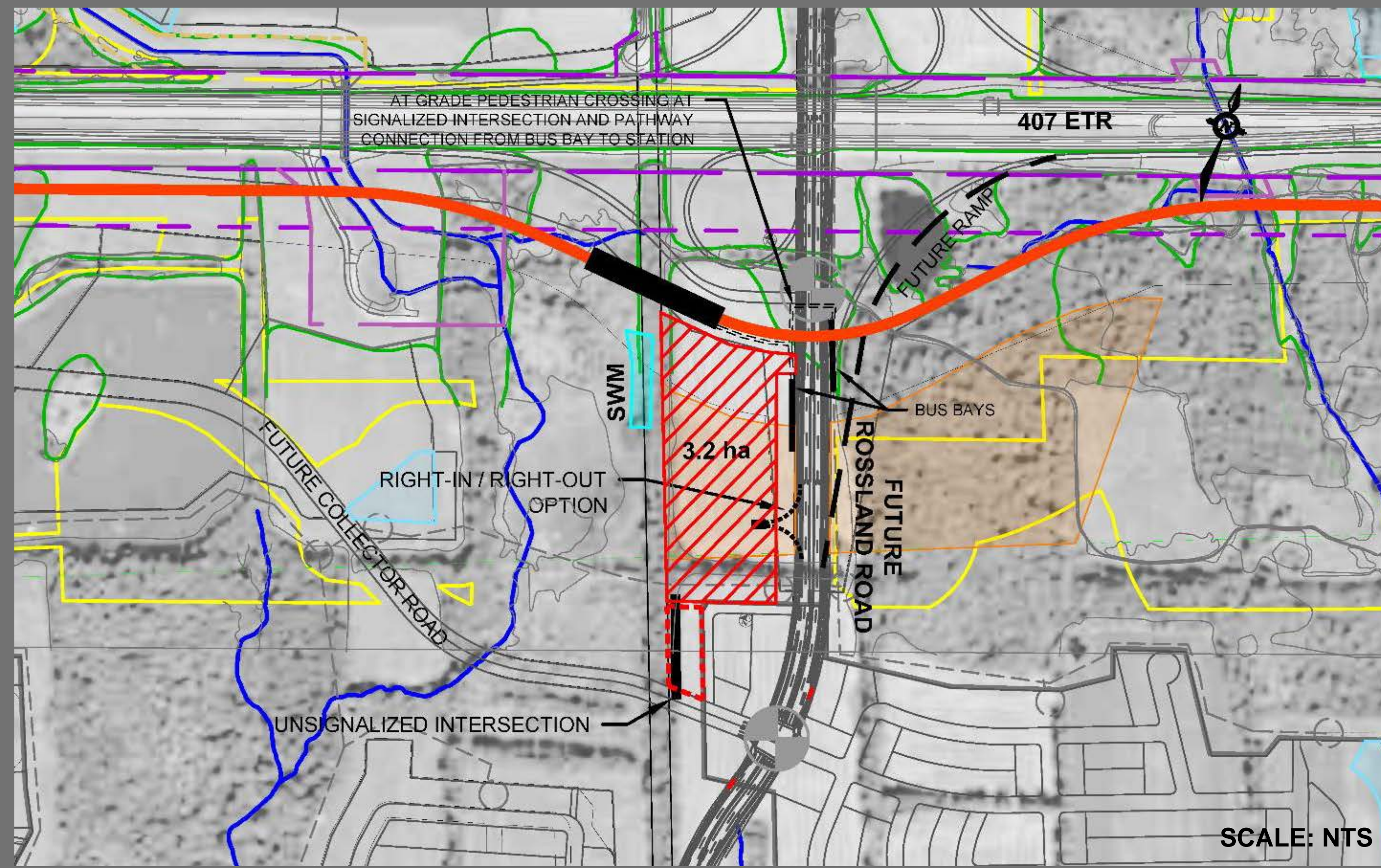
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Potential impacts to species at risk. Further investigation will be undertaken. Tributary of West Duffins Creek runs just east of the station area. Potential hydrological impacts.	Yellow
Social Environment	Land is not designated for a Transitway station. It is within the Seaton Development Phase 1 Plan	Red
Cultural Environment	No impacts anticipated	Green
Transitway Operation	Alignment: Meets design standards. Constrained by creek to west of station site. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible..	Yellow
Accessibility	Vehicular: Site access would be provided via a signalized access on the South Employment Collector Rd (approximately 250 meters east of Whites Rd). Future Highway 407 S-E Ramp precludes opportunity for second access (right-in /right-out) to/from Whites Rd. Pedestrian: Direct access from Whites Rd would require crossing the Highway 407 S-E Ramp. Transit connectivity: Bus loop will be provided on site. This station may also be suitable for interlining, where local transit vehicles can enter/exit the runningway where feasible. Right-in/out access from Whites Rd for bus only use due to presence of future Highway 407 S-E ramp.	Red
Site Area	Land is not designated for a Transitway station. It is within the Seaton Development Phase 1 Plan No further expansion potential without impacting Seaton Development's Prestige Employment Lands.	Red
Constructability	Construction can be coordinated with construction of Whites Rd and South Employment Collector.	Yellow
Construction Cost	Medium	Yellow



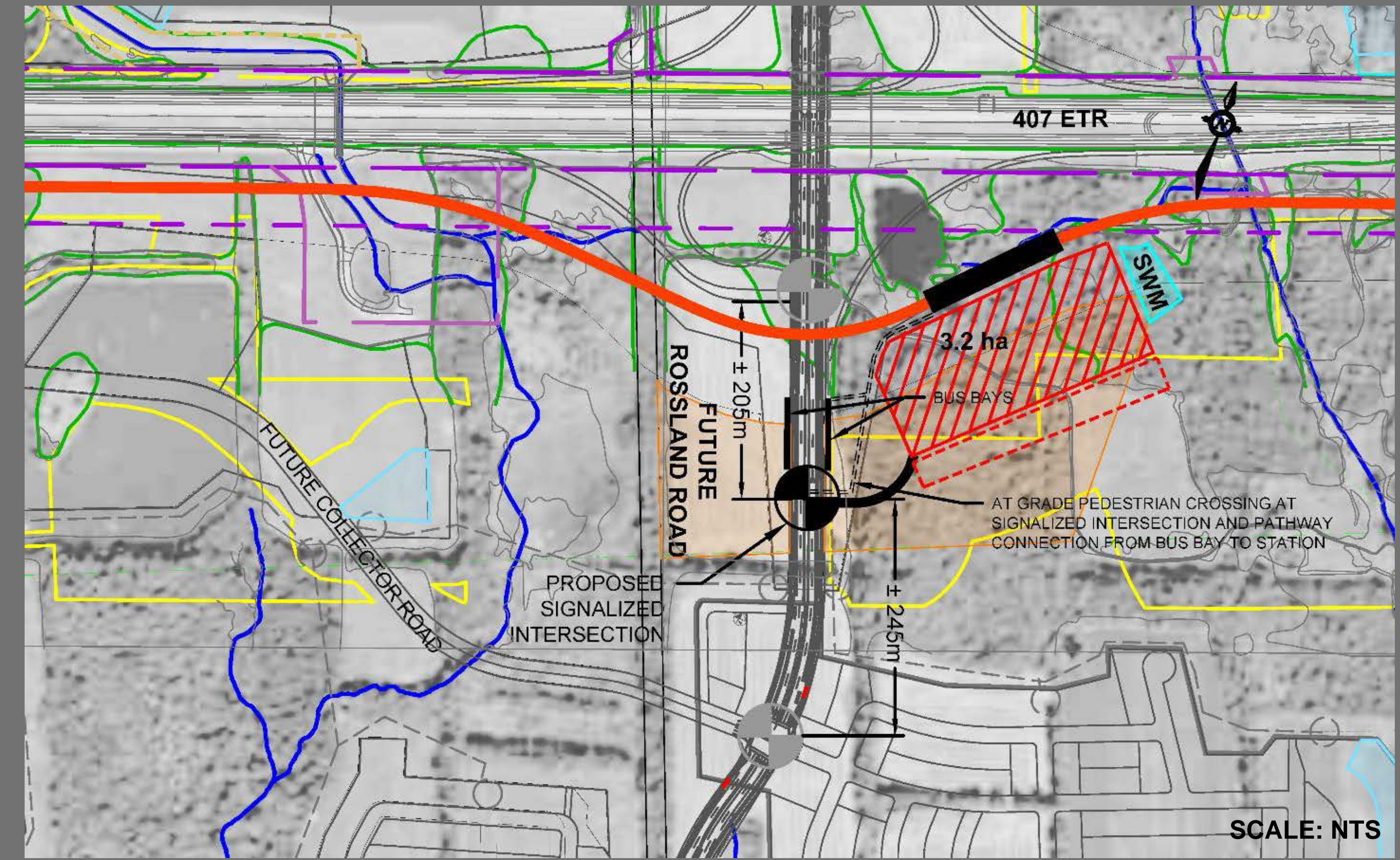
Rossland Road Station – Site Alternatives



NOT PREFERRED



NOT PREFERRED



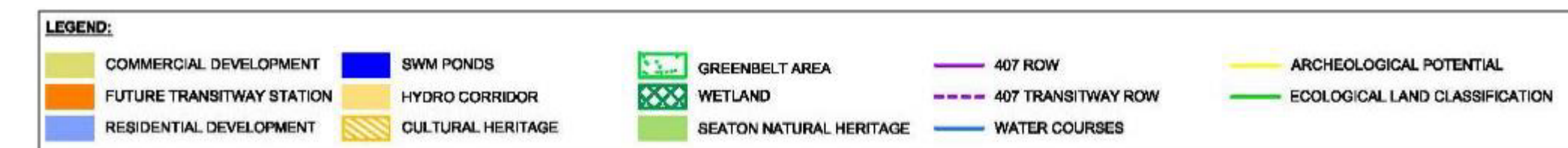
INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

- MINIMAL TRANSIT CONNECTION OPPORTUNITIES AS NO PROPOSED TRANSIT SERVICE ON ROSSLAND RD; UNCERTAINTY IN CONSTRUCTION SCHEDULE FOR ROSSLAND RD. AND HWY 407 INTERCHANGE; POTENTIAL IMPACT TO SPECIES AT RISK ON BOTH SITES; PROXIMITY OF ADJACENT PROPOSED STATIONS; SITE WILL BE PROTECTED FOR POSSIBLE TEMPORARY BUS GARAGE AND/OR FUTURE STATION.

NO STATION AT THIS LOCATION

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	Station site within Natural Heritage System area . Potential impact to species at risk. Further investigation will be undertaken. Flood plain of Ganatsekiagon Creek located adjacent to the site. Potential hydrological impacts.	Red
Social Environment	Property protected for Transitway station	Green
Cultural Environment	No impacts anticipated.	Green
Transitway Operation	Alignment: Substandard grade or large viaduct structure required to accommodate station site due to creek location to west of station. Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Red
Accessibility	Vehicular: Site access will be provided via an unsignalized connection from the Future Collector Rd, as well as a right-in/right-out driveway on Rossland Rd for bus-use only. Closely-spaced intersections along south Employment Collector and vehicle queues may hamper left turn exit movements from the site. Alternatively, main access signalized intersection could be on Rossland with bus-only access on South Employment Collector Rd Pedestrian: Walking distance from Rossland Road approximately 150m. Pedestrian crossing would be accommodated at signalized intersection. Transit connectivity: Bus loop would be provided on site. Bus stops would also be provided on Rossland Rd.	Yellow
Site Area	Sufficient area for parking lot (3.2 ha); however, located in environmentally sensitive area. No expansion opportunity at the site. Constrained by a flood plain to the west and Seaton Development plans to the south.	Red
Constructability	Construction can be coordinated with construction of Rossland Rd and South Employment Collector.	Green
Construction Cost	Medium	Yellow

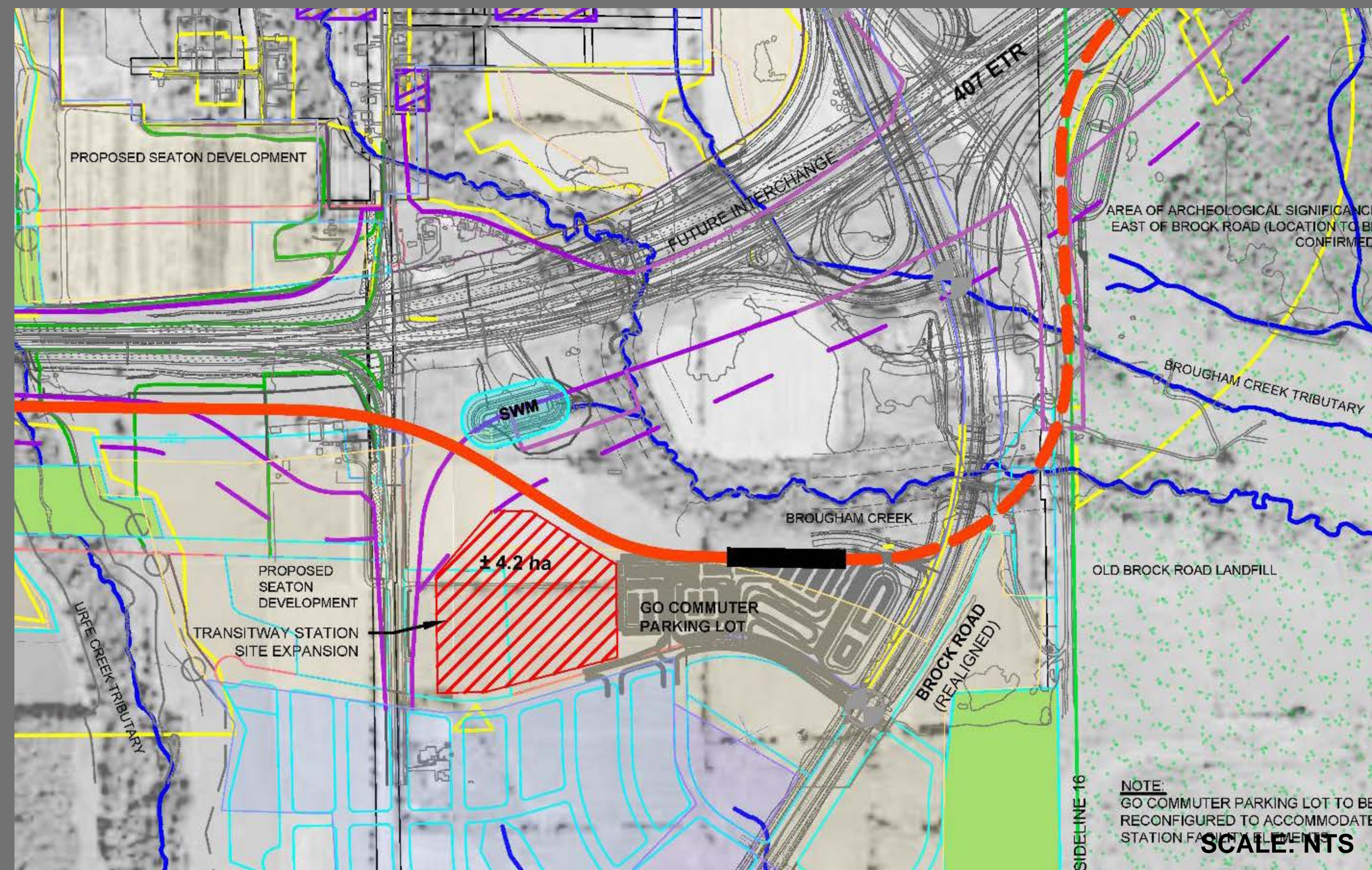
EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	Station site within Natural Heritage System area. Potential impact to species at risk. Further investigation will be undertaken. A tributary of Urfe Creek, runs just east of station site. Potential hydrological impacts.	Red
Social Environment	Property protected for Transitway station	Green
Cultural Environment	Area of potential archaeological interest.	Yellow
Transitway Operation	Alignment: Overpass viaduct structure likely required to avoid existing pond and watershed issues Implementation: Staged implementation with Transitway buses operating on Highway 407 would be feasible.	Red
Accessibility	Vehicular: Site access would be provided at an additional signalized intersection on Rossland Rd, located at the south end of the future Highway 407 S-E Ramp. Intersection spacing along Rossland Rd would meet minimum standards. Pedestrian: Walking distance from Rossland Road approximately 250m. Pedestrian crossing accommodated at signalized intersection. Transit connectivity: Bus loop would be provided on site. Bus stops would also be provided on Rossland Rd.	Yellow
Site Area	Sufficient area for parking lot (3.2 ha); however, located in environmentally sensitive area. Expansion not feasible due to natural environmental issues.	Red
Constructability	Construction can be coordinated with construction of Rossland Rd.	Green
Construction Cost	Medium	Yellow



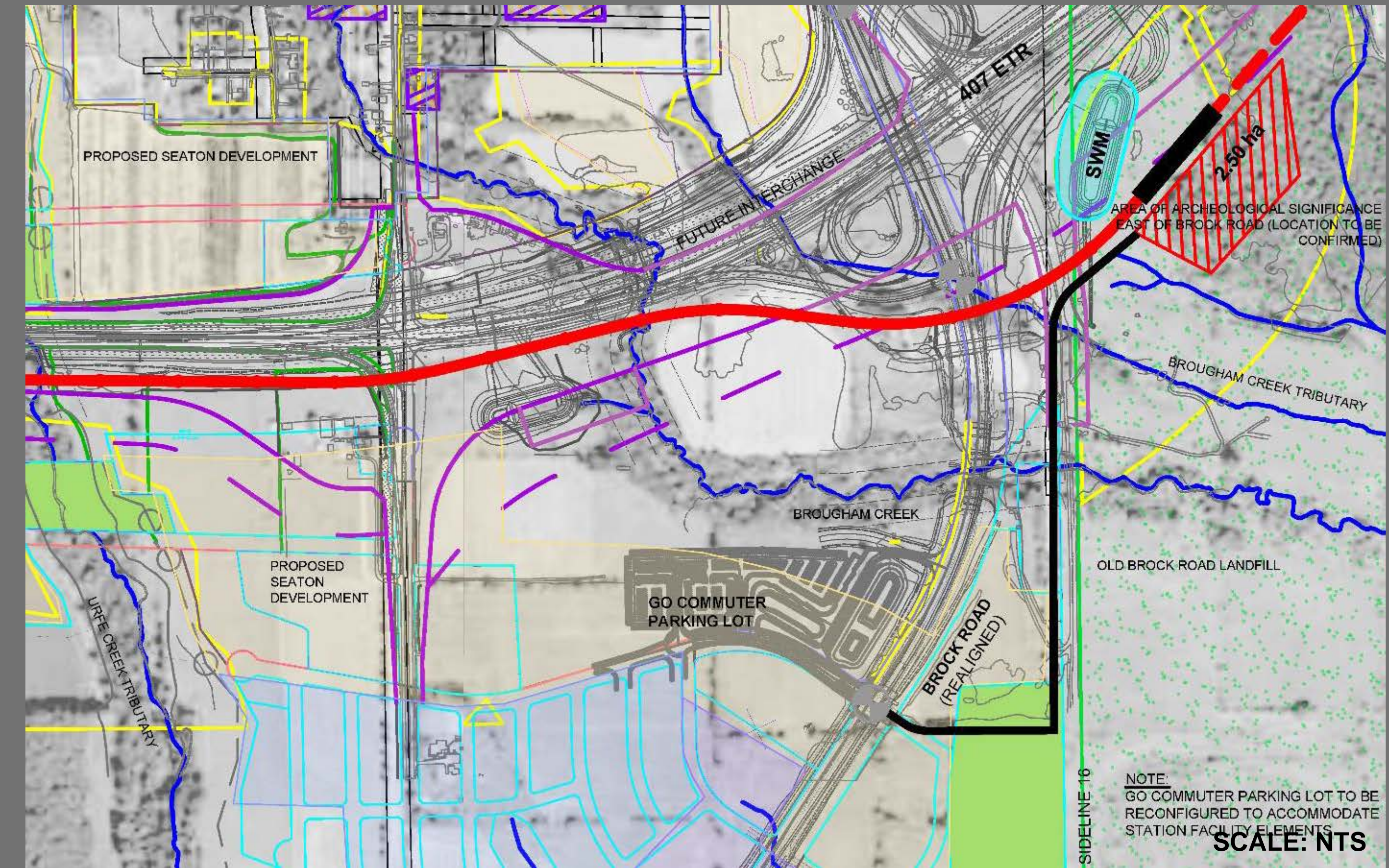
Brock Road Station – Site Alternatives



PREFERRED



NOT PREFERRED

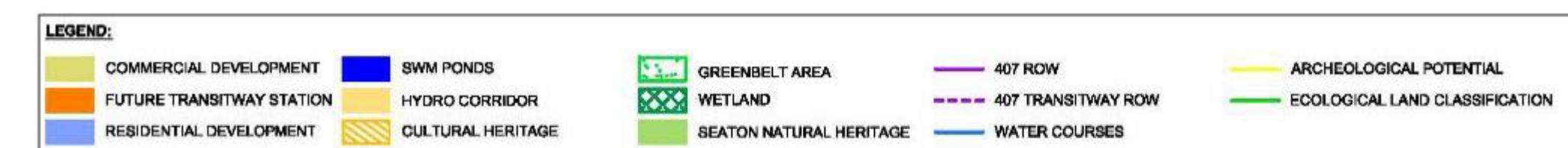


INITIAL RECOMMENDATION AS A RESULT OF EVALUATION

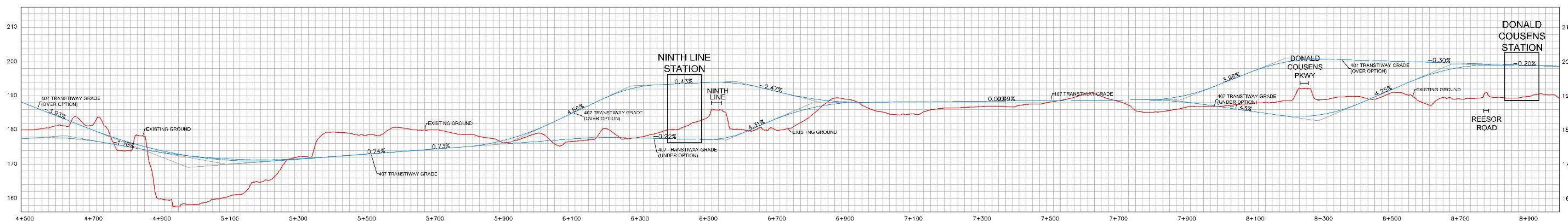
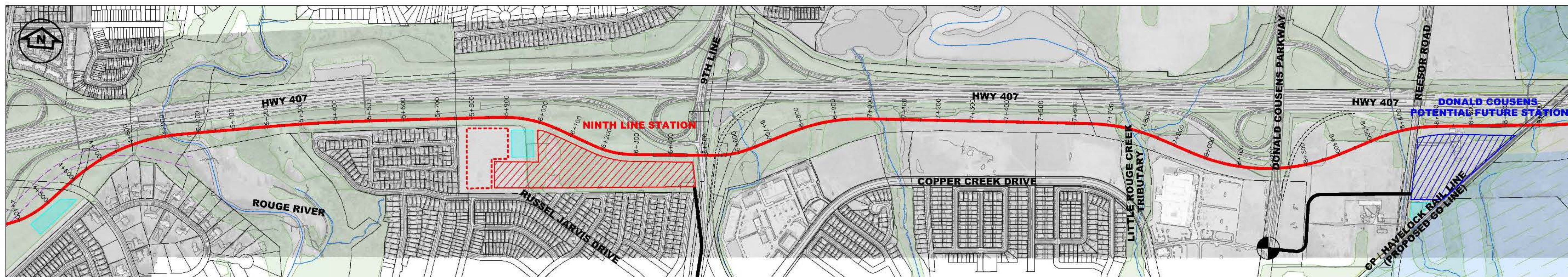
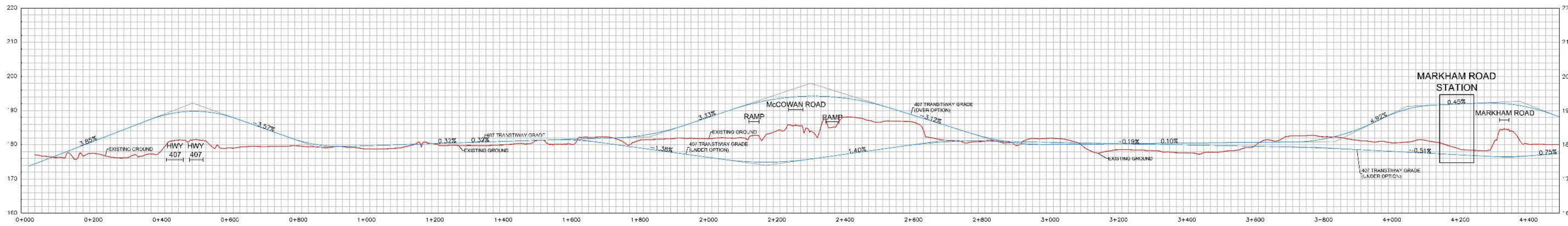
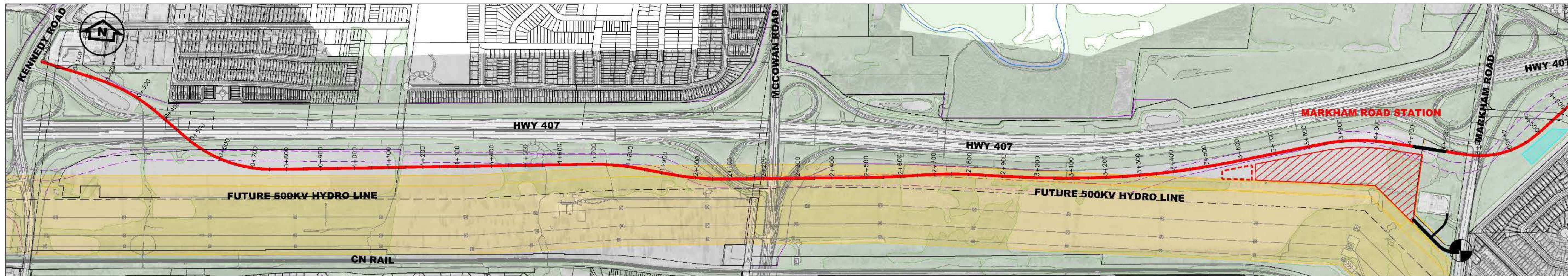
ONLY FEASIBLE SITE IN THE AREA; OPPORTUNITY TO INTEGRATE CAR-POOL LOT (BEING BUILT IN 2016) WITH STATION FACILITY; IT PROVIDES FLEXIBILITY AND CONVENIENCE FOR ADEQUATE TRANSITWAY IMPLEMENTATION STAGING.

EVALUATION CRITERIA	SW ALTERNATIVE	
Natural Environment	No significant impacts anticipated	GOOD
Social Environment	Station partially located in lands protected for Seaton Development. Station will be integrated with GO car-pool lot to be built by Fall 2015. West section of the site will be located near proposed residential area to the south. Noise mitigation measures will be assessed.	POOR
Cultural Environment	No impacts anticipated	GOOD
Transitway Operation	Alignment: Fully at grade alignment possible while Brock Rd is eastern terminal of Transitway facility Implementation: Staged implementation of Transitway with BRT buses operating on 407 ETR would be feasible.	GOOD
Accessibility	Vehicular: Site access will be provided via a proposed collector Rd (approx. 300 m west of Brock Rd). Pedestrian: Walking distance from Brock Rd is approximately 200 m.	POOR
Site Area	Transit connectivity: Bus loop will be provided on site. The GO car-pool will be reconfigured to accommodate a transit station concept. A Transitway turnaround will be integrated into the site, as Brock Rd represents the eastern terminus of this section of the Transitway. This station may also be suitable for interlining, where Durham transit vehicles can enter/exit the runningway. Sufficient area is available to accommodate parking, transit and active transportation needs.	GOOD
Constructability	Construction can be coordinated with construction of Seaton's collector roadway. Station construction just south of an environmentally sensitive area.	POOR
Construction Cost	Medium-High (assuming Transitway terminates west of Brock Rd)	POOR

EVALUATION CRITERIA	SE ALTERNATIVE	
Natural Environment	The station is located in an area of high ecological sensitivity, which forms part of Protected Countryside/Natural Heritage System. Impacts to wetland and forest areas. Potential winter deer habitat.	POOR
Social Environment	Area includes permanently inundated sections, groundwater seepage, requiring extensive drainage measures Acquisition of private (rural) lands potentially required.	POOR
Cultural Environment	Station would be located outside Seaton Development area and in Greenbelt lands. Proposed location incompatible with designated land use.	POOR
Transitway Operation	Area of archaeological interest (2.5 ha). Alignment: Very long and high viaduct structure required to cross creek, Brock Rd and Sideline 16.	POOR
Accessibility	Implementation: This station is not suited for staged implementation, as travel distance to the interchange would be very long Vehicular: Site access would be provided at a planned signalized intersection on Brock Rd and the existing alignment of Sideline 16 (length of access road approximately 1.2 km). Pedestrian: Walking distance from Brock Rd is approximately 300 m.	POOR
Site Area	Transit connectivity: A bus loop will be provided adjacent to the station; however, reducing the parking capacity of a restricted area. The station may be suitable for interlining, where local transit vehicles can enter/exit the runningway. The station area (2.5 ha) is insufficient for a complete facility. No opportunity for expansion.	POOR
Constructability	Station site is located in environmentally and culturally sensitive area, requiring extensive mitigation measures.	POOR
Construction Cost	Construction of an additional Transitway grade separation across Brock Rd will be required. Very High	POOR



Plan / Profile Drawing

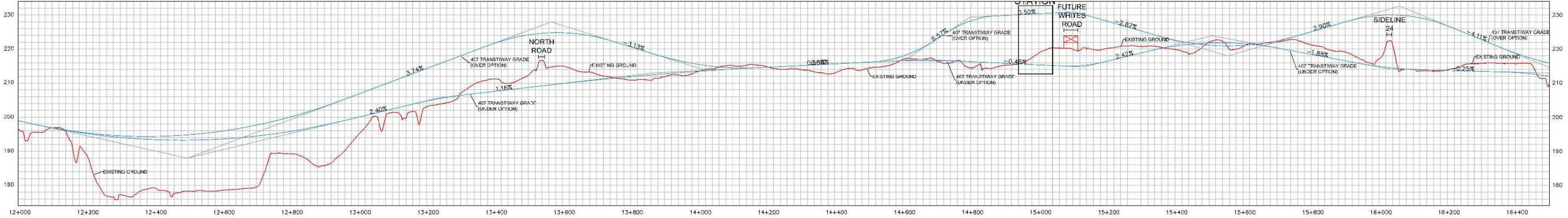
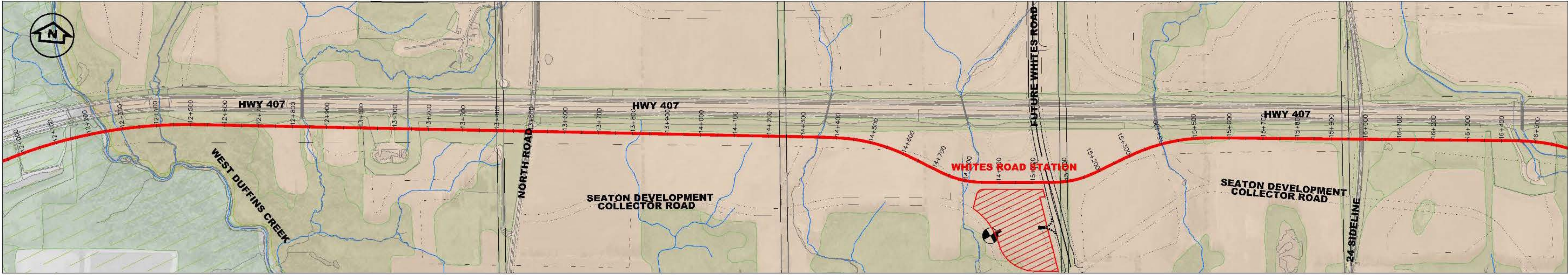
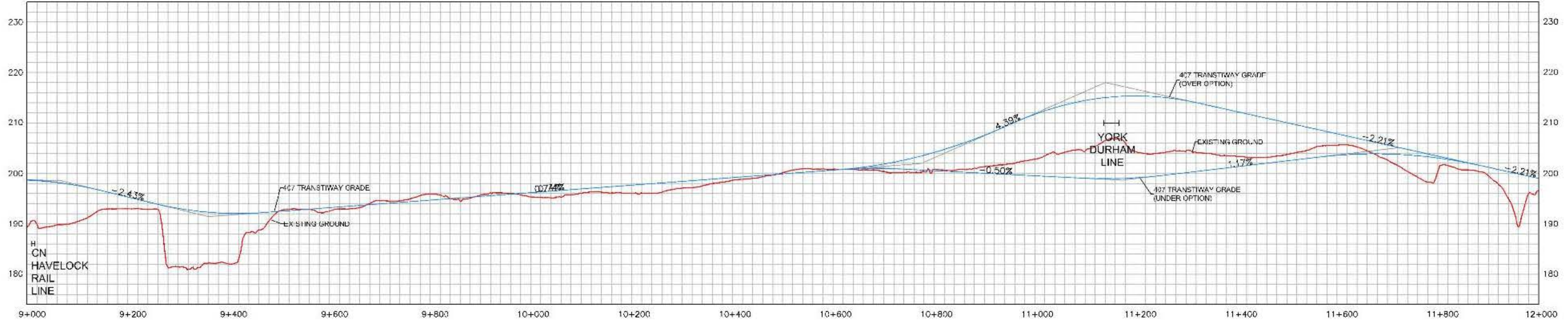
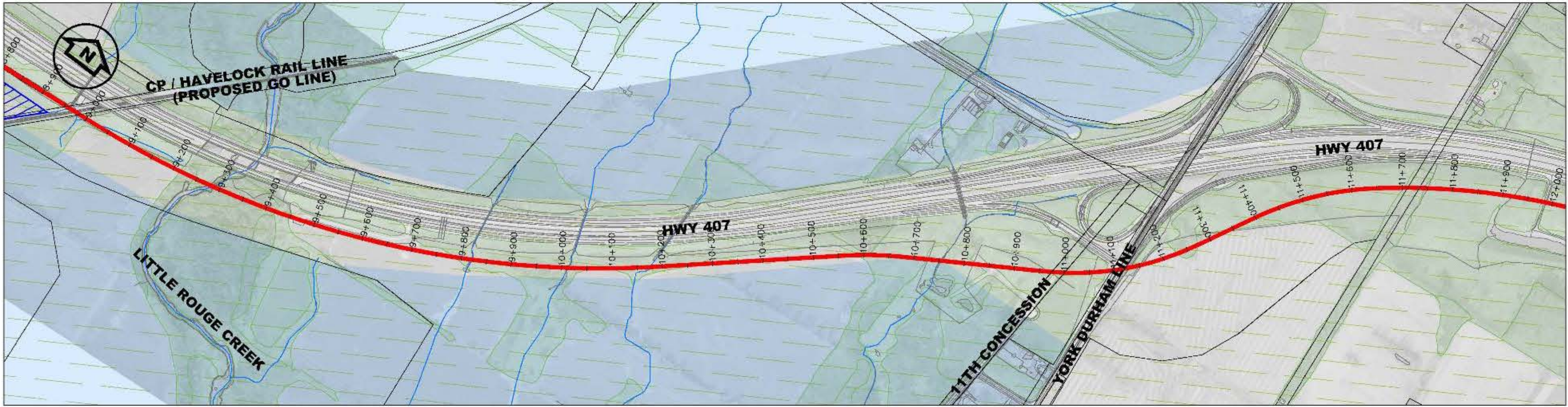


LEGEND

- SEATON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW
- 407 TRANSITWAY ROW

SCALE
NOT TO SCALE

Plan / Profile Drawing

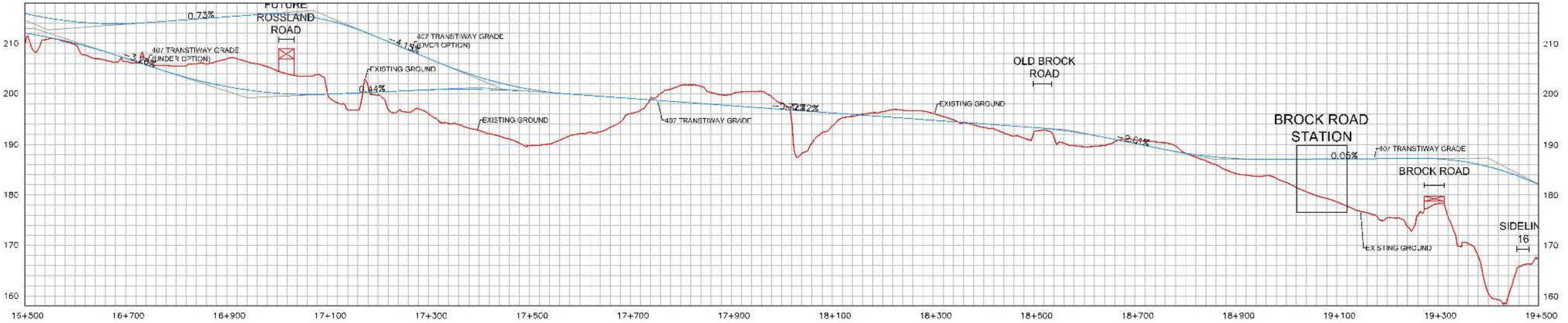
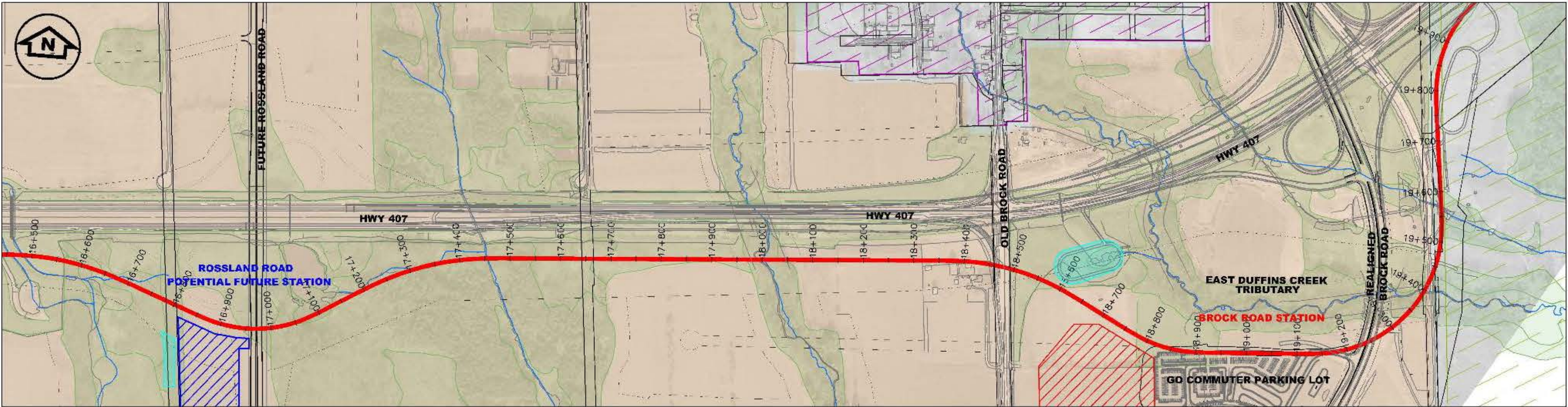


LEGEND

- SEATON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW
- 407 TRANSITWAY ROW

SCALE
NOT TO SCALE

Plan / Profile Drawing

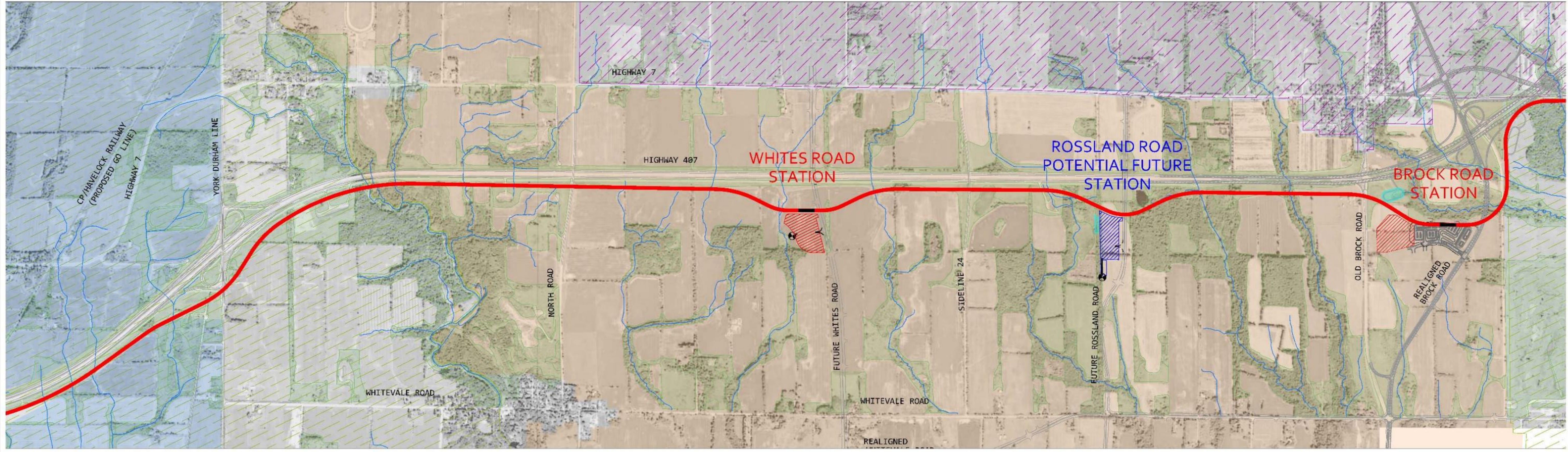
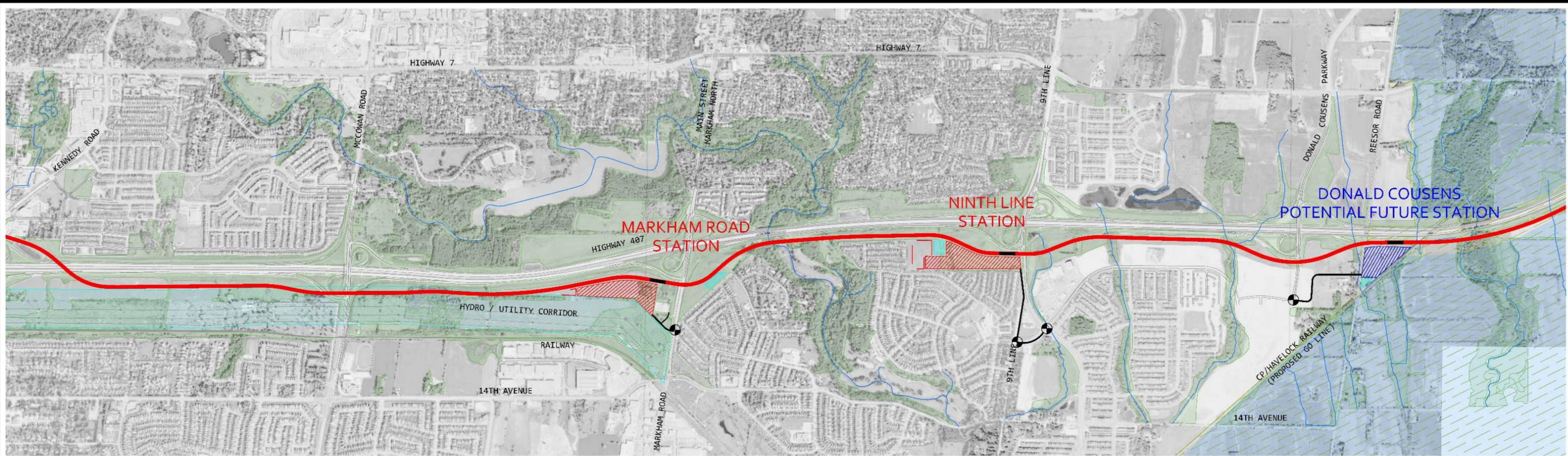


LEGEND

- SEASON DEVELOPMENT
- FUTURE TRANSITWAY STATION
- FUTURE PICKERING AIRPORT
- SWM PONDS
- HYDRO CORRIDOR
- ROUGE PARKLANDS
- GREENBELT AREA
- WETLAND
- 407 TRANSITWAY ALIGNMENT
- WATER COURSES
- 407 ROW

SCALE
NOT TO SCALE

Preferred Transitway Configuration



PARSONS | **IBI**

LEGEND

ROUGE PARKLANDS	PROPOSED SEATON DEVELOPMENT NEIGHBOURHOODS	PROPOSED ALIGNMENT AND STATIONS	CREEKS
GREEN BELT	HYDRO CORRIDOR	NATURAL COVER	PICKERING AIRPORT SITE

407 TRANSITWAY - KENNEDY RD TO BROCK RD

J:\DRAFT\4072 - 407 Transitway, Phase 2\ITIS General\02 - Drawing\01 - CAD\Key Map (reduced Stations) - 2015.01.21.dwg
 Amy Mann, March 27, 2015

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.

Comments and information regarding this study are being collected to assist the MTO in carrying out the study and meeting the requirements of the *Ontario Regulation 231/08 Transit Project & Metrolinx Undertakings*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the project team if you have questions or concerns regarding this study.

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Toronto, Ontario, M3M 1J8
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Fax: 416-235-3576
E-mail: tarita.diczki@ontario.ca

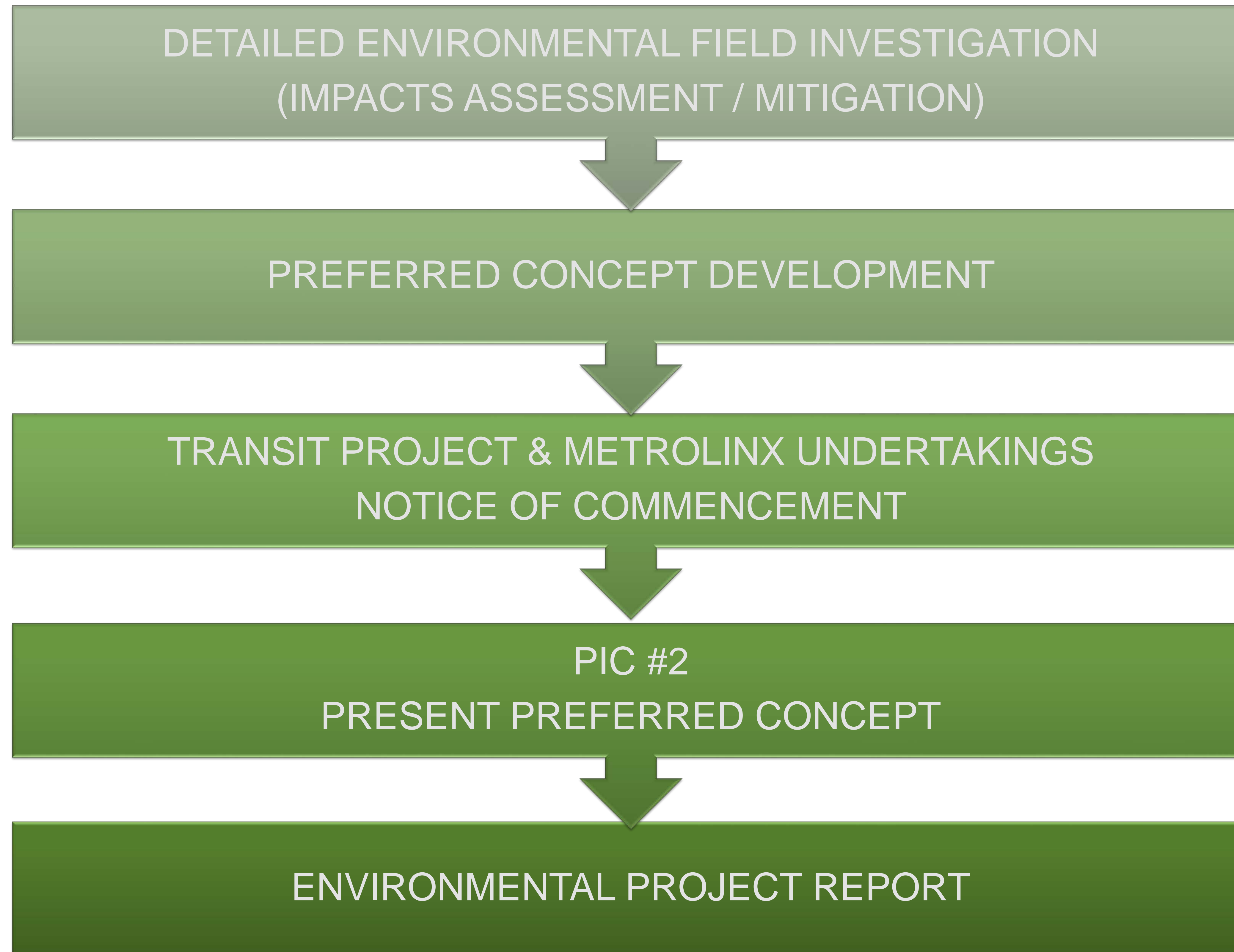
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Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Thank you for your participation in this project.

SPRING
2015



WINTER
2015/2016

407 TRANSITWAY

EAST OF KENNEDY ROAD TO BROCK ROAD

PUBLIC INFORMATION CENTRE #2



MARKHAM PUBLIC INFORMATION CENTRE

Date: June 23, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Markham Museum
Main Building
9350 Markham Rd
Markham, Ontario L3P 3J3

PICKERING PUBLIC INFORMATION CENTRE

Date: June 22, 2016
Time: 4:00 p.m. to 8:00 p.m.
Location: Claremont Community Centre
Lions Room
4941 Old Brock Road
Pickering, Ontario L1V 7E2

PROJECT WEBSITE: 407Transitway.com



- The first Public Information Centre (PIC #1) was held in April 2015 to introduce the study and to present the results of the Planning Phase, including the technically preferred station sites and route.
- Since PIC #1, comments from the public were considered, detailed field investigations and technical studies were conducted and consultation with regulatory agencies was carried out to develop the preliminary design of the 407 Transitway.
- The purpose of this PIC (PIC #2) is to present and receive input on:
 - The preliminary design of the technically preferred stations and alignment;
 - Potential environmental impacts and mitigation measures; and,
 - The Transit Project Assessment Process including major milestones, next steps and study schedule.
- Members of the Study Team are available to discuss the project with you. Please feel free to ask questions and fill out a comment sheet.
- You may also visit us at **407Transitway.com**

What is the 407 Transitway?



- Exclusive corridor, fully grade separated rapid transit (Bus Rapid Transit or Light Rail Transit) parallel to Highway 407.
- The 407 Transitway will connect Burlington to Oshawa, a length of 150 km, with up to 50 surface stations.
- Project limits are East of Kennedy Road to Brock Road spanning a total distance 18 km with 4 to 8 stations.
- The 407 Transitway Environmental Assessment (to Preliminary Design) Highway 400 to East of Kennedy Road (Central Section) has received environmental approvals.
- The 407 Transitway Brock Road to Highway 35/115 has received Environmental Assessment Route Planning acceptance.



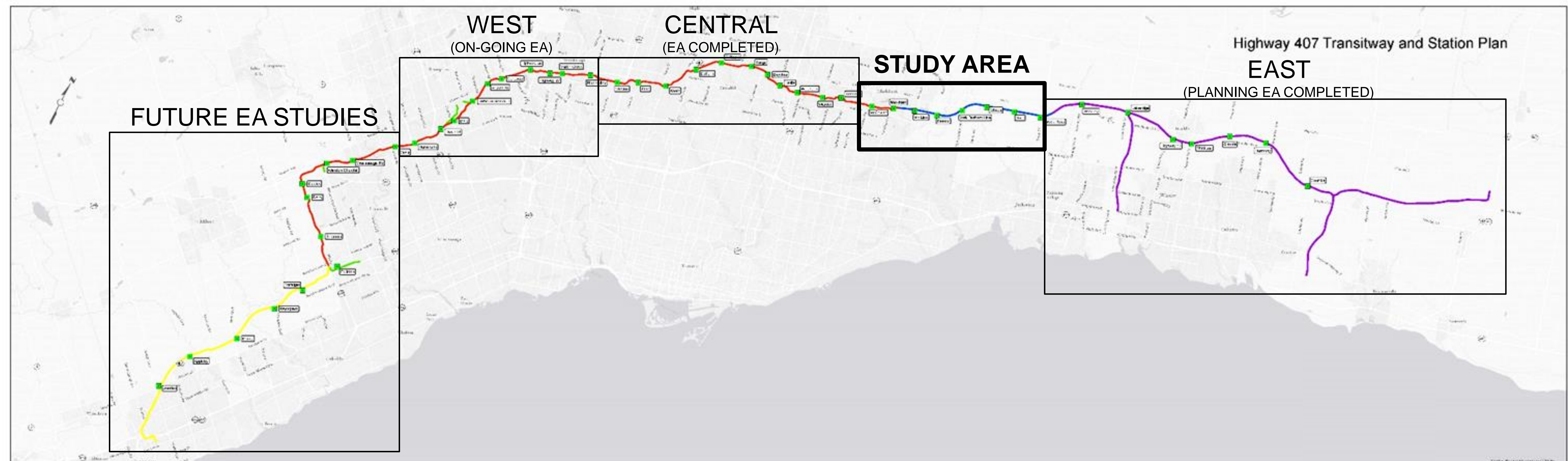
Ottawa BRT



Brisbane BRT

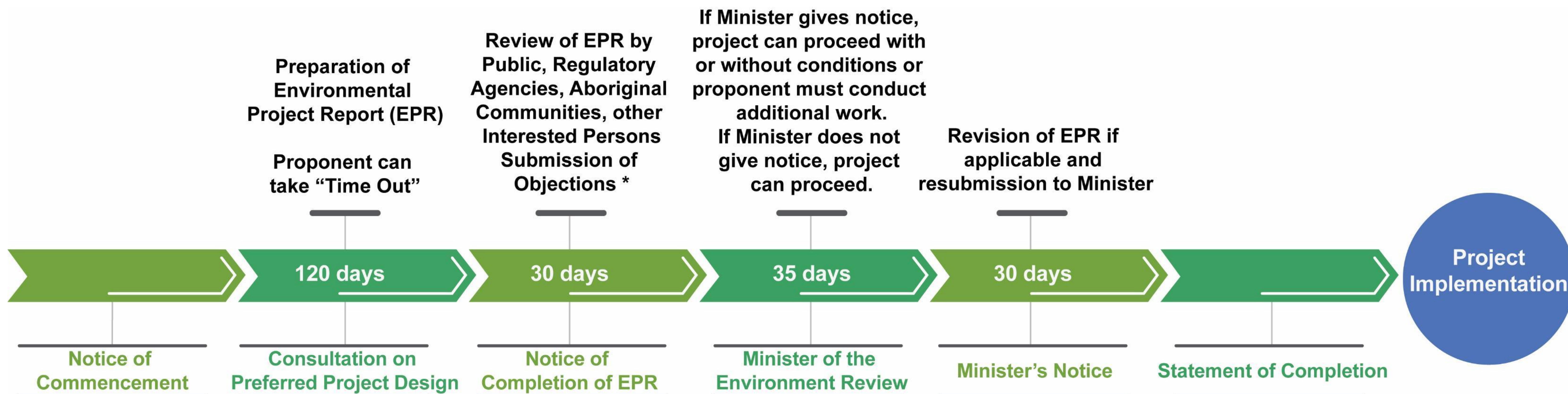
Examples of BRT Systems

- Enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand.
- Offer a viable, cost-effective way of moving people in the Highway 407 corridor.
- Improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other nodes of high demand, such as: Vaughan City Centre, Richmond Hill Centre and Markham Centre, future Seaton Development, York University, Humber College, University of Ontario Institute of Technology, Durham College, Pearson International Airport, potential future Pickering Airport.
- Improve integration with regional transportation network – connection to Spadina Subway, future Yonge Subway, GO Milton; Barrie, Richmond Hill and Stouffville rail lines; TTC, Peel, York and Durham Transit.
- Reduce automobile dependence and green house gas emissions.
- Identify land protection requirements for Transitway infrastructure.



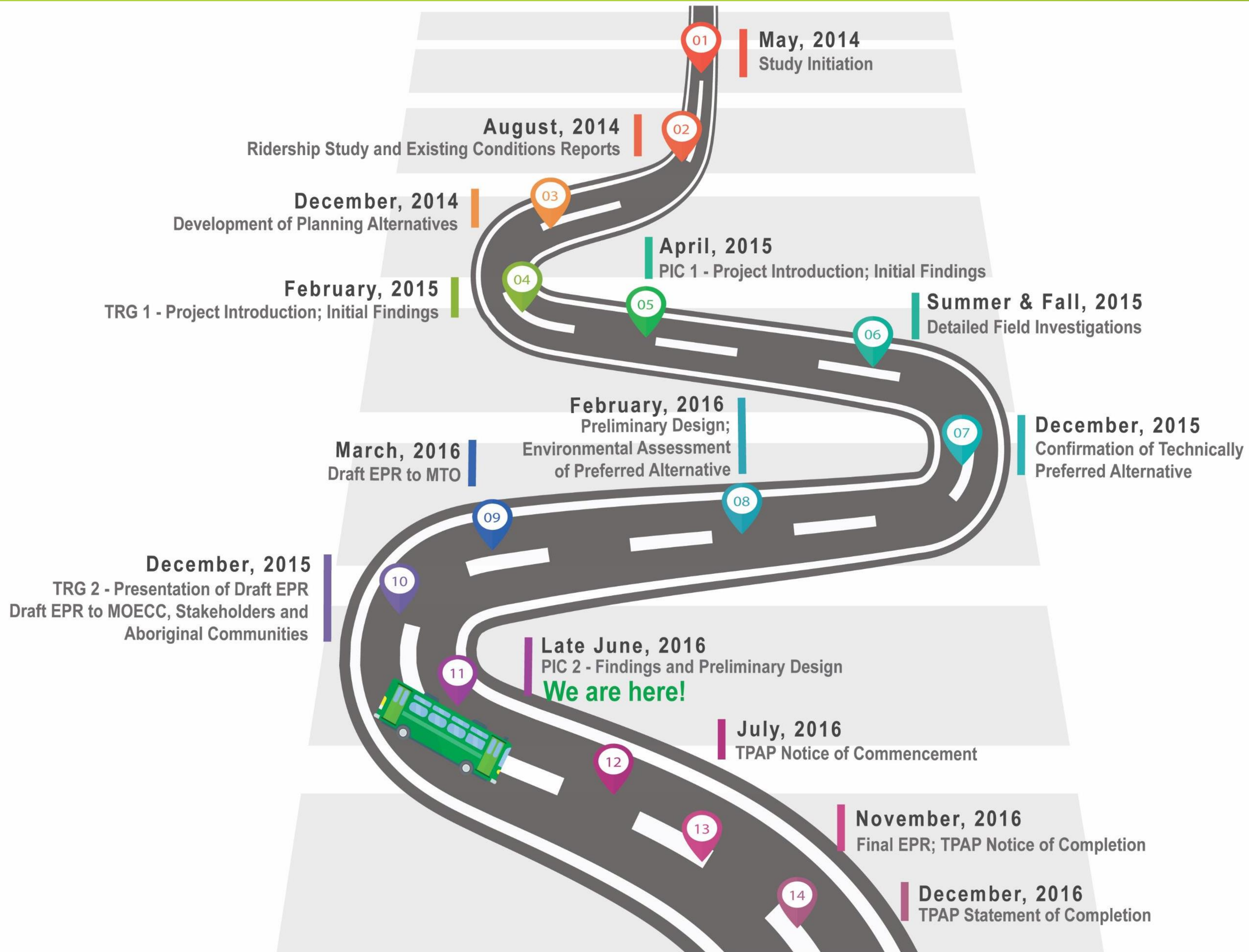
407 Transitway Complete Configuration

The 407 Transitway study was developed in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings – Transit Project Regulation) under the *Environmental Assessment Act*. The outline of the Transit Projects Assessment Process is presented below:



* If an objection is made, the Minister of the Environment and Climate Change (MEOCC) can only act if there is a potential negative impact on a matter of provincial importance relating to the natural environment, or cultural heritage value or interest, or a constitutionally protected Aboriginal or treaty right.

Schedule

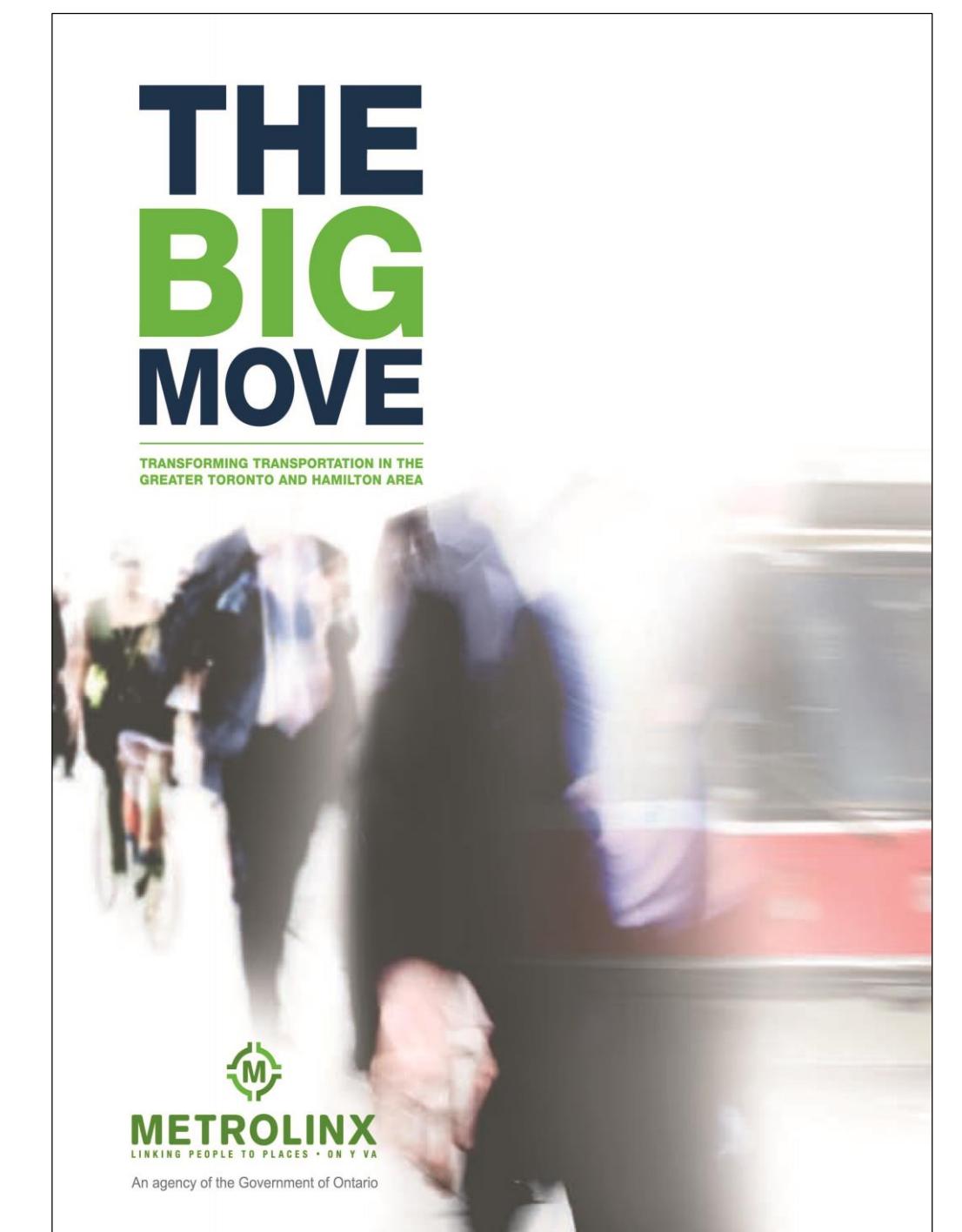
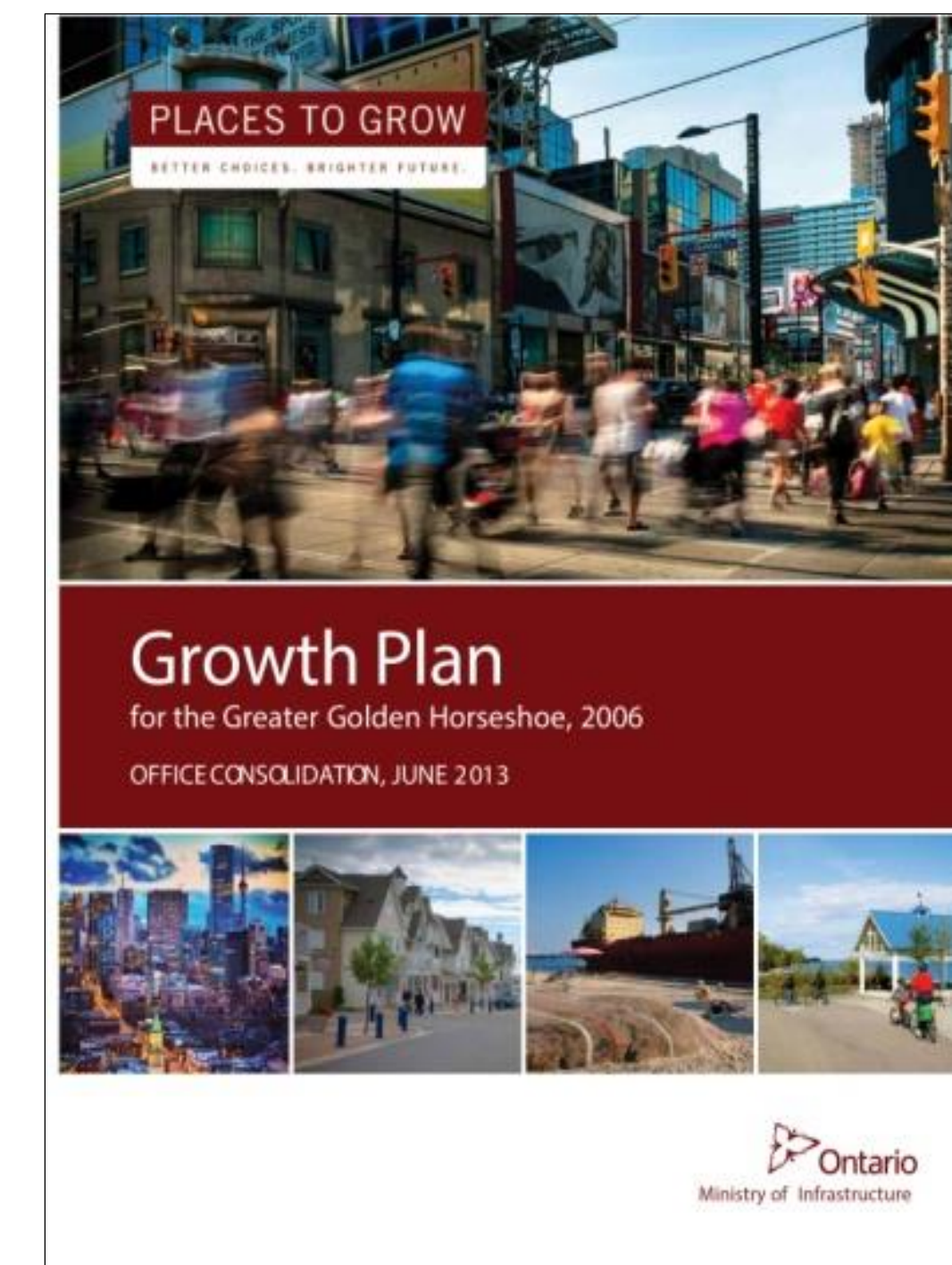


Consultation was encouraged throughout the assignment

What is Driving This Study?



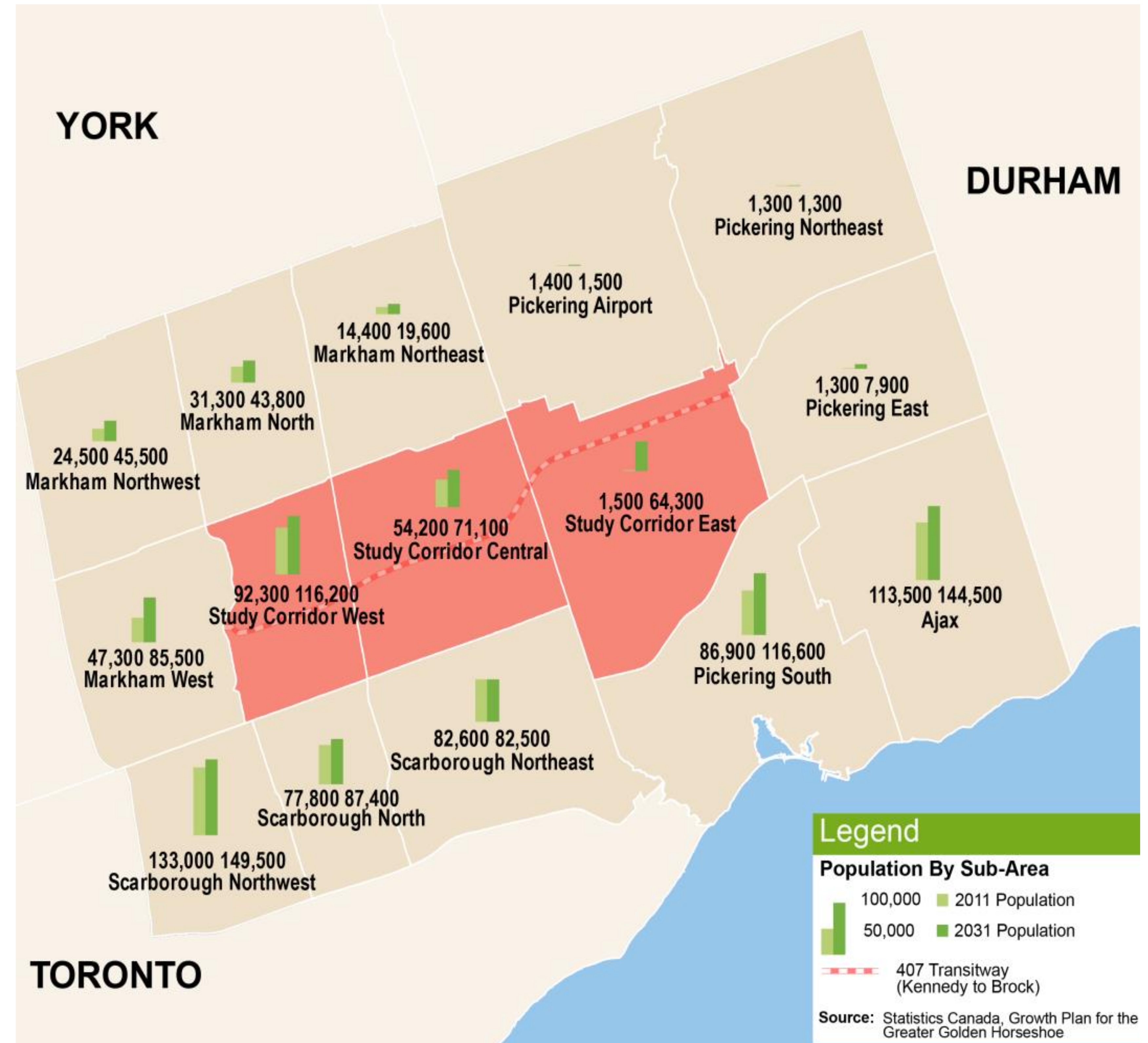
- Rapid transit on the 407 Transitway will support Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) policies
- The 407 Transitway was identified in *The Metrolinx Big Move Plan* as a critical component of the regional transportation network connecting Durham, York, Peel and Halton Regions
- A number of emerging developments in Durham and York Region will support base ridership and benefit from rapid transit service including:
 - The Seaton Community in Northern Pickering which is anticipated to add 30,000 jobs and 70,000 residents
 - A future York University campus in Markham with projected enrollment of 10,000-20,000 students
 - The proposed Pickering Airport which is directly adjacent to the 407 Transitway
 - Residential and employment development that will occur along the future Highway 407 East from Brock Road to Highway 35/115



Corridor Growth

- Net out-commuting in Durham Region will drive demand on the 407 Transitway.
- From 2011 to 2031, Durham Region will grow by 339,000 people and 114,000 jobs.
- By 2031, 52,000 new Durham workers will commute to jobs outside of Durham Region, largely in York and Toronto.
- Congestion is projected to increase significantly in the 407 corridor.

Study Area Totals:
 2011: 148,000
 2031: 251,600
 11-31 Growth: 70%



Source: Provincial Growth Plan

Service Concept

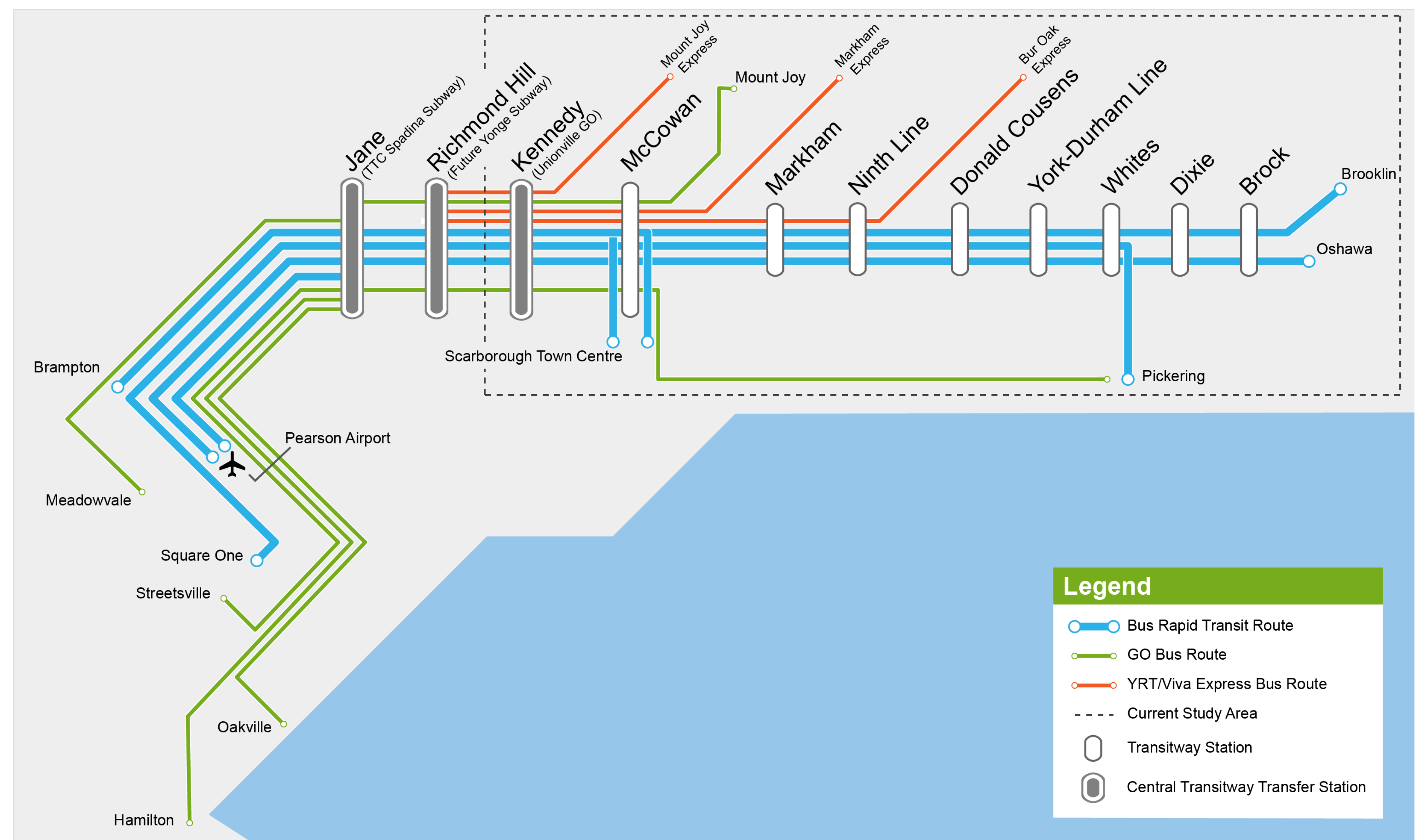
- **Spine services** – line haul services that operate exclusively on the Transitway including some express services
- **No-transfer services** –rides between major nodes and residential areas. Routes include portions both on and off the Transitway (interlining)

Durham nodes served by Transitway

- Urban Growth Centres (Pickering, Downtown Oshawa)
- Post Secondary Institutions (UOIT, Durham College)
- Residential and employment areas in North Durham (Seaton, Brooklin)
- Pickering Airport

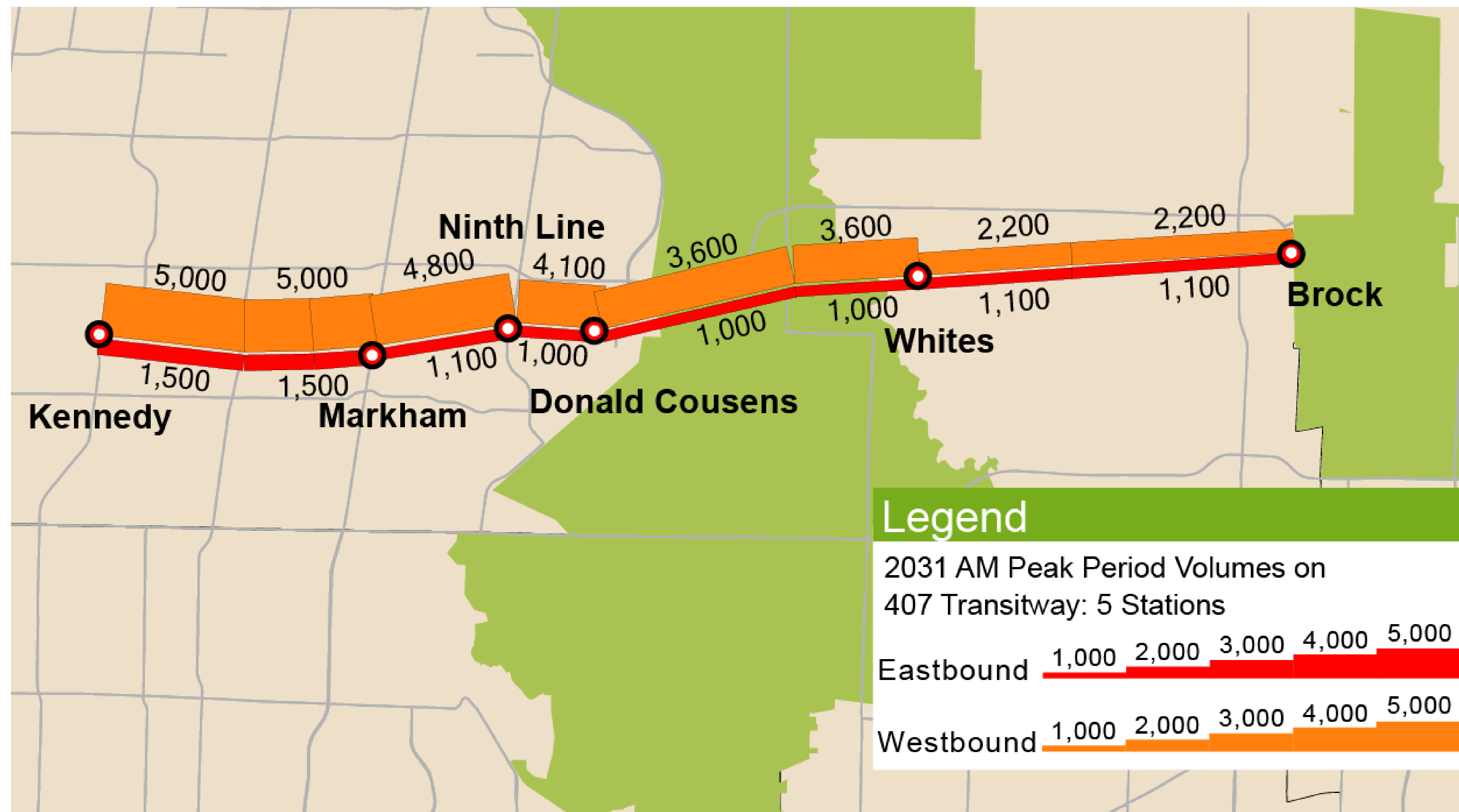
York nodes served by Transitway

- Urban Growth Centre (Markham)
- Employment Centres (Markham Centre, Main Street Markham BIA, south of the 407 in Scarborough)
- Residential Areas of Markham (Mount Joy, Quantztown, Unionville, Milliken)

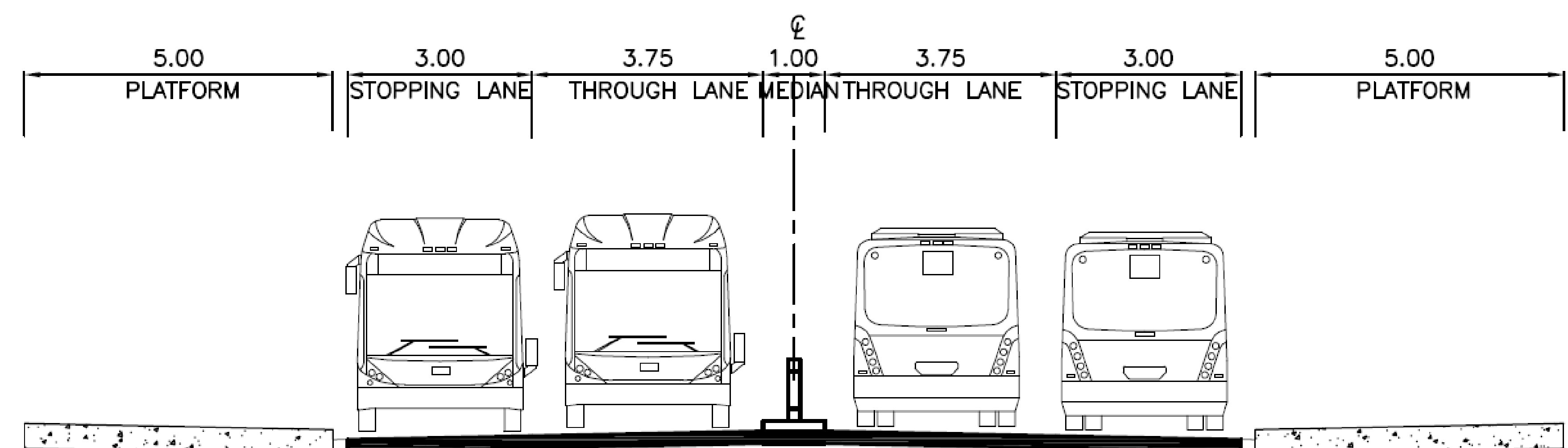
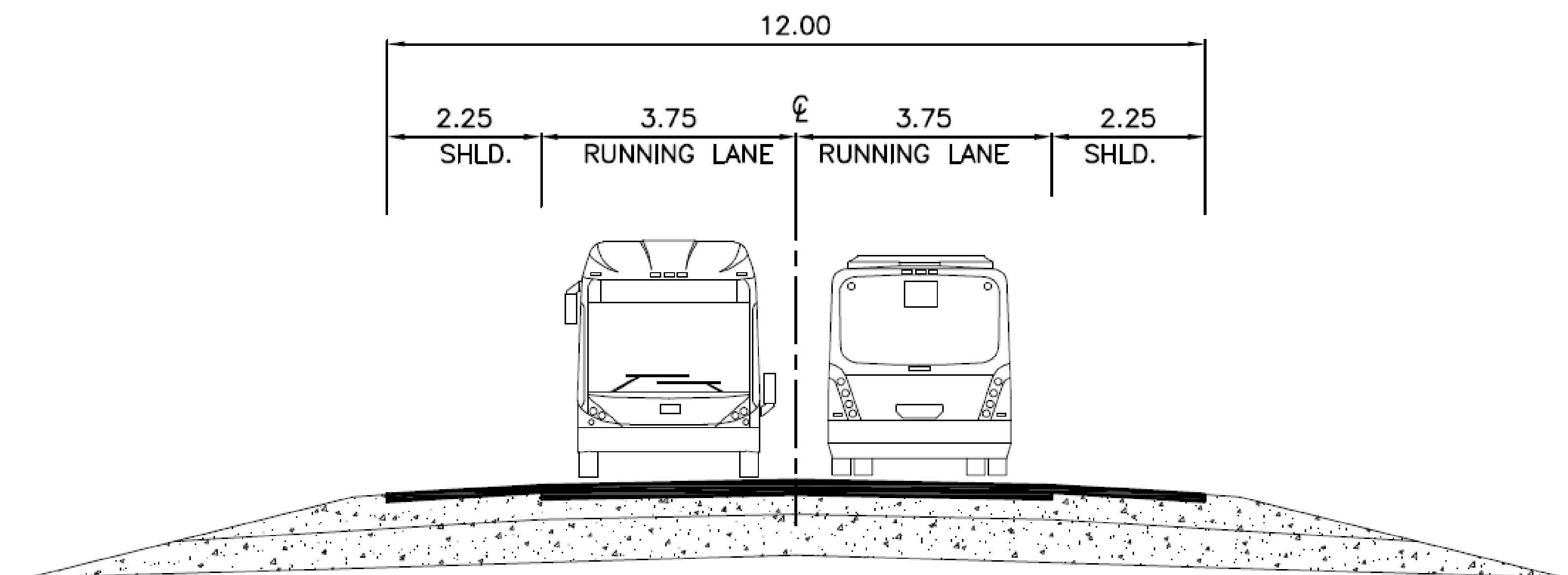


Ridership Forecasts (excluding Kennedy Station)

- 7,100 peak period riders (7:00 to 9:00 a.m.)
- Approximately 60 buses per hour in peak direction
- Ridership similar to other priority bus corridors (e.g. Viva Blue on Yonge Street)

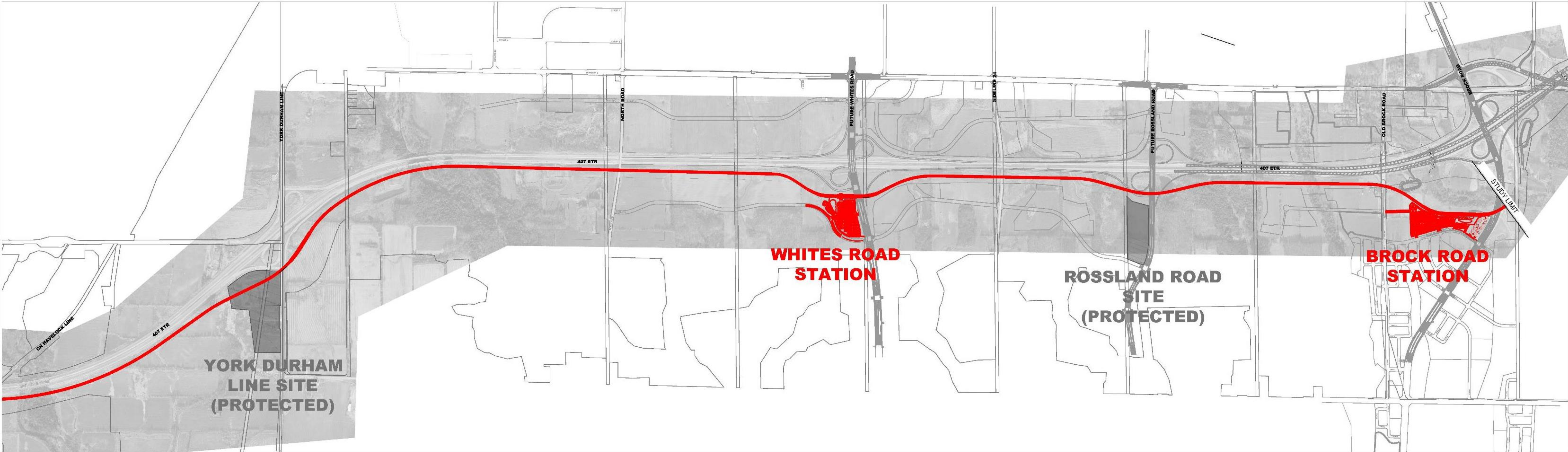
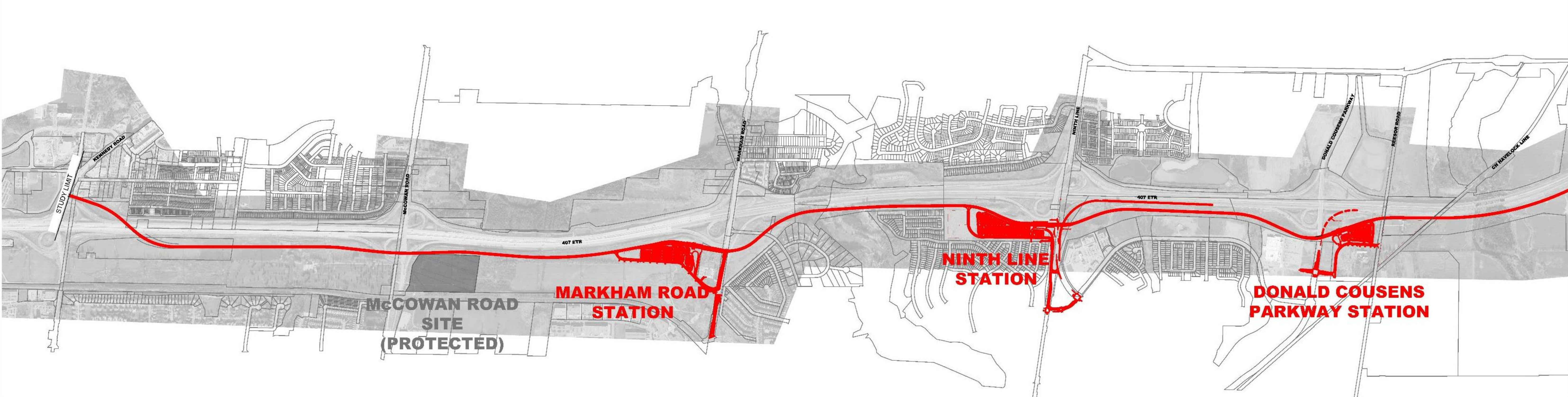


- The design will protect for BRT or LRT operation.
- Infrastructure includes runningway (accommodating both BRT & LRT standards), and stations (park and ride, passenger pick-up/drop-off and transit interface facilities).
- Runningway BRT cross-section
 - Between Stations – 12 m
(2 x 3.75m lanes + 2 x 2.25m shoulders)
 - Through Stations – 14 m
(2 x 3.75m lanes + 2 x 3m stopping lanes)
- 11 Overpasses & 6 Underpasses

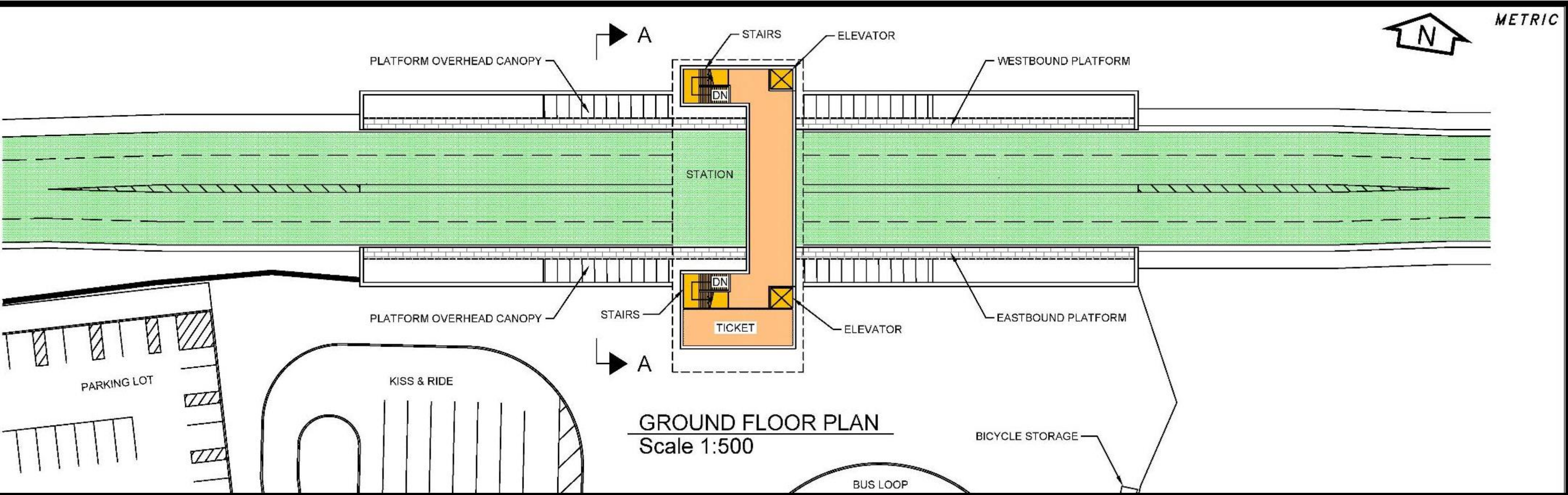
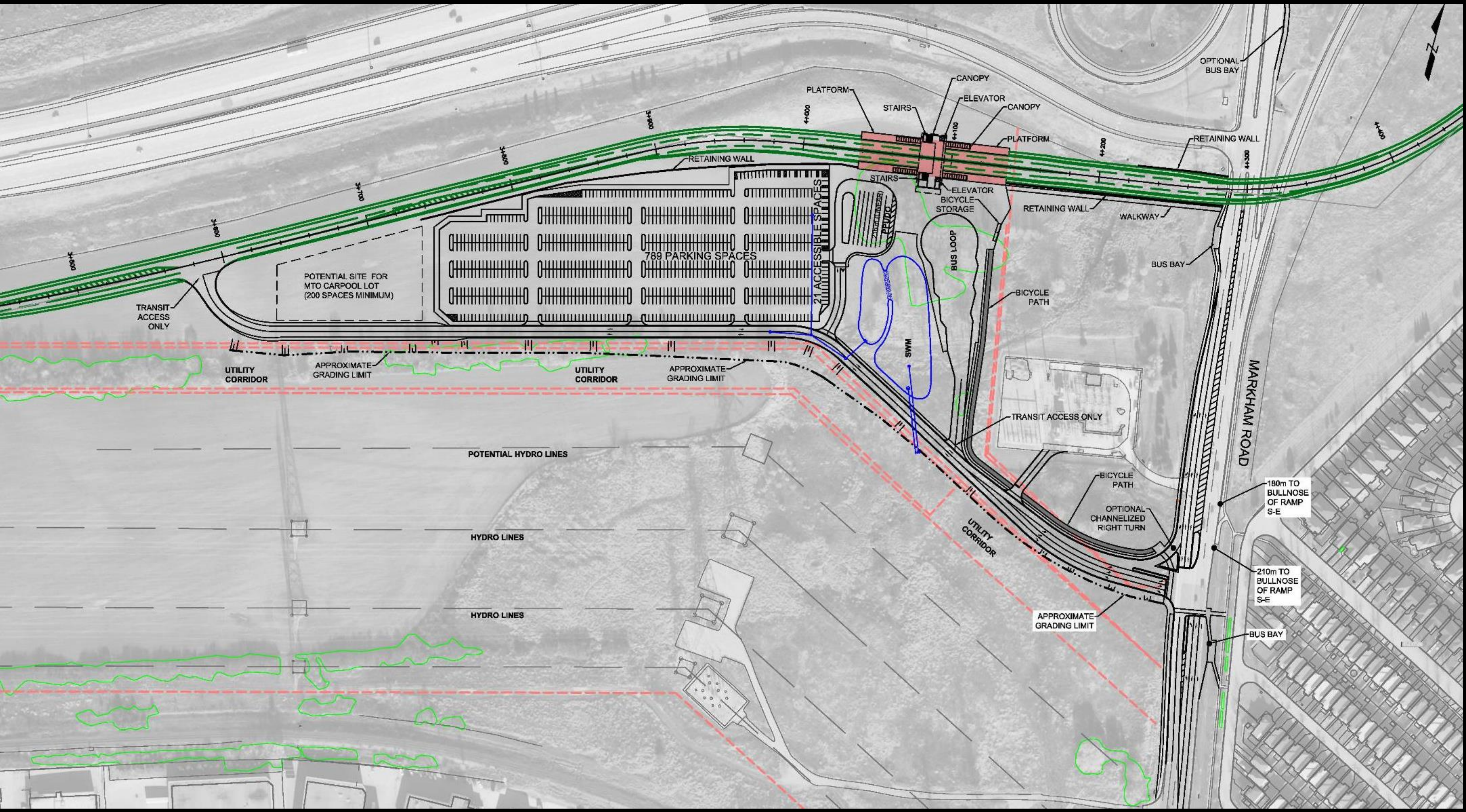


Example of a BRT System

Preferred Alignment and Station Configuration



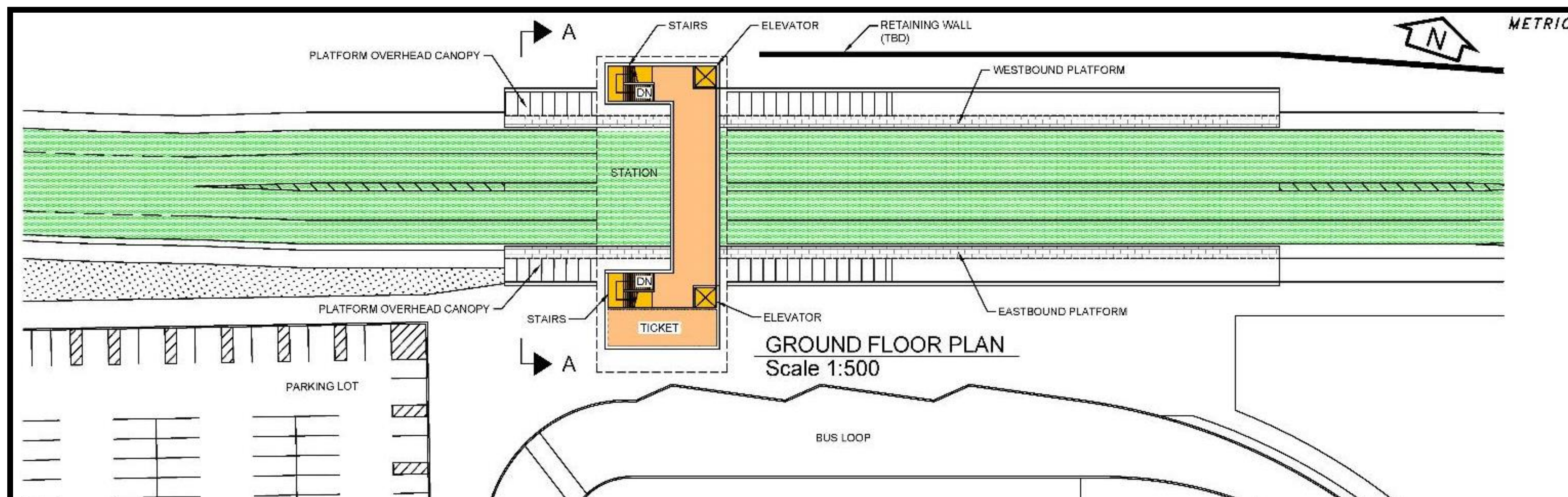
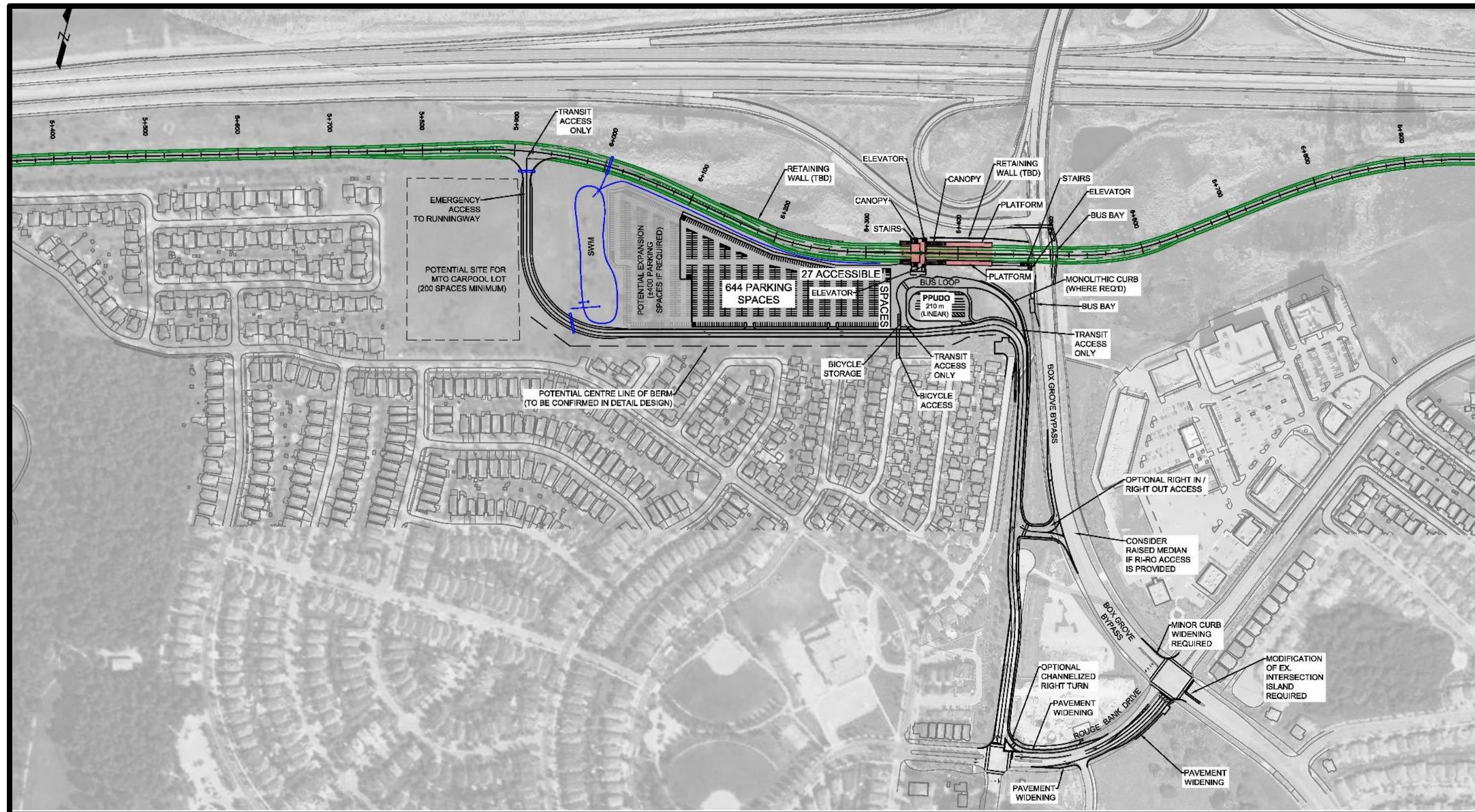
Preferred Alternatives Markham Road Station



Station Characteristics

- Station on Provincial lands designated for transportation and utility purposes.
- Station platform located within 150m of Markham Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and agricultural meadows.

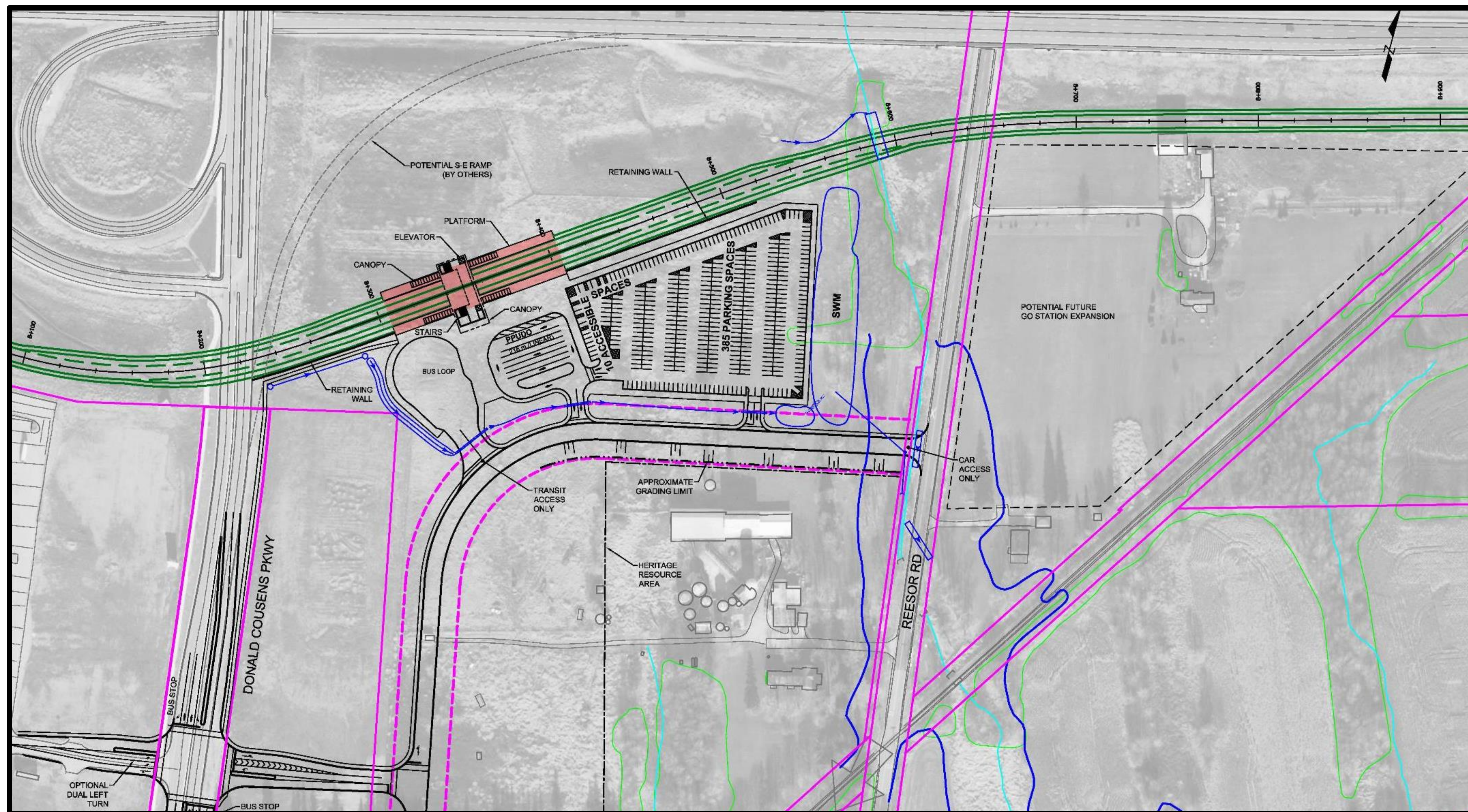
Preferred Alternatives Ninth Line Station



Station Characteristics

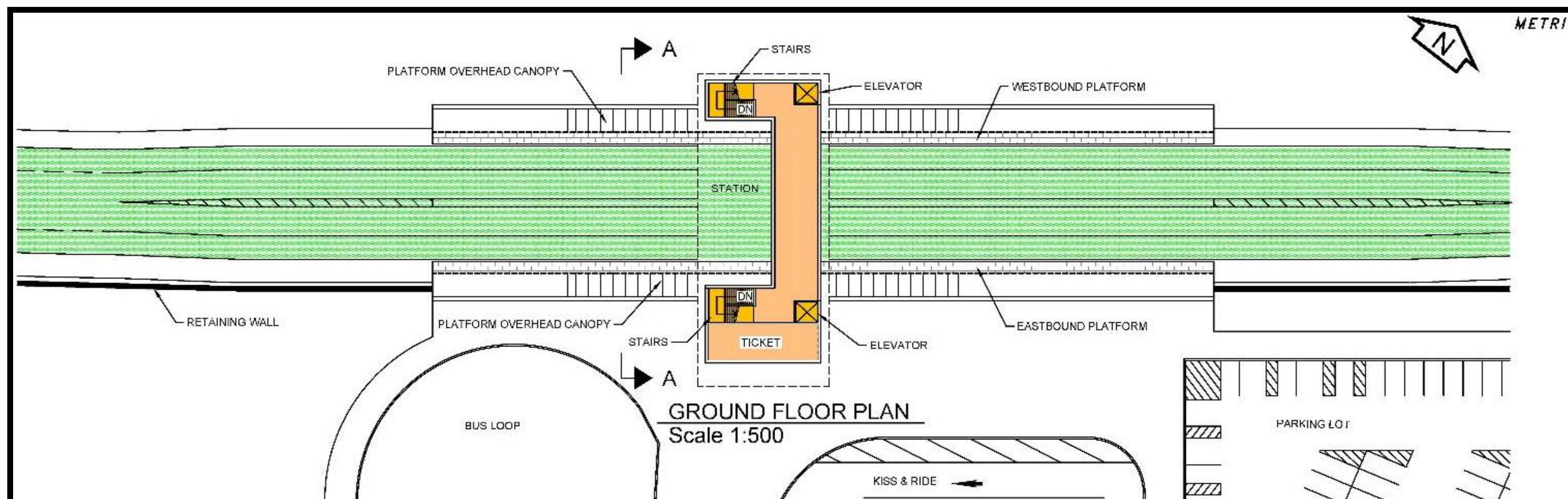
- Station on Provincial lands designated for transportation purposes.
- Transitway and station plans predate Legacy Subdivision approval.
- Station platform located within 80m of Box Grove Bypass.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Station at Donald Cousens Pkwy will relieve approx. 30% of parking demand.
- The existing and new traffic signals on Rouge Bank Dr. will be coordinated to optimize traffic flow.
- Minor road improvements on Rouge Bank Dr. between Old Ninth Line and Box Grove.
- Landscaped/fenced berm proposed south of station .
- Environmental Mitigation will be provided for the following environmental impacts: shallow marsh.

Preferred Alternatives Donald Cousens Station

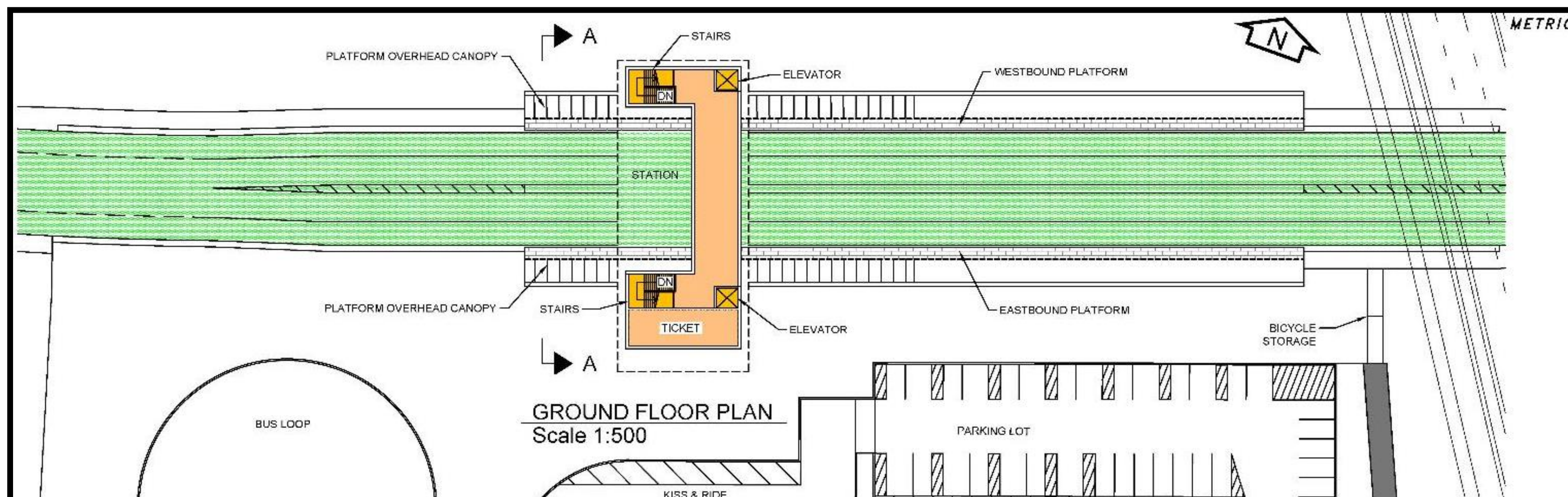
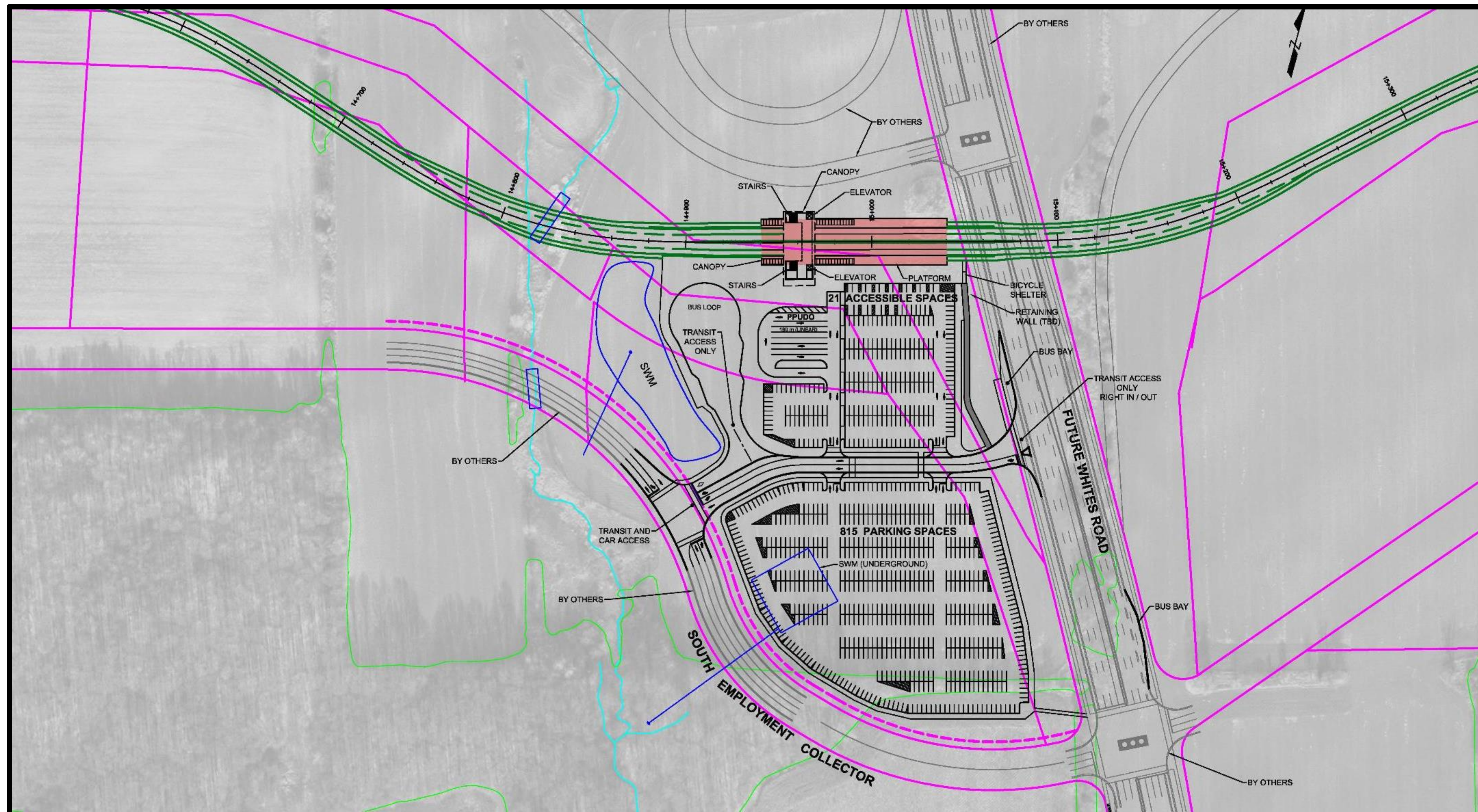


Station Characteristics

- Station on Provincial lands designated for transportation.
- Station platform located within 100m of Donald Cousens Parkway.
- Bus loop and street bus stops included in preliminary design.
- Site east of Reesor Road being protected for station expansion If GO operates on CP rail line.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow and cultural thicket.
- Site is located adjacent to cultural heritage resources.



Preferred Alternatives Whites Road Station



Station Characteristics

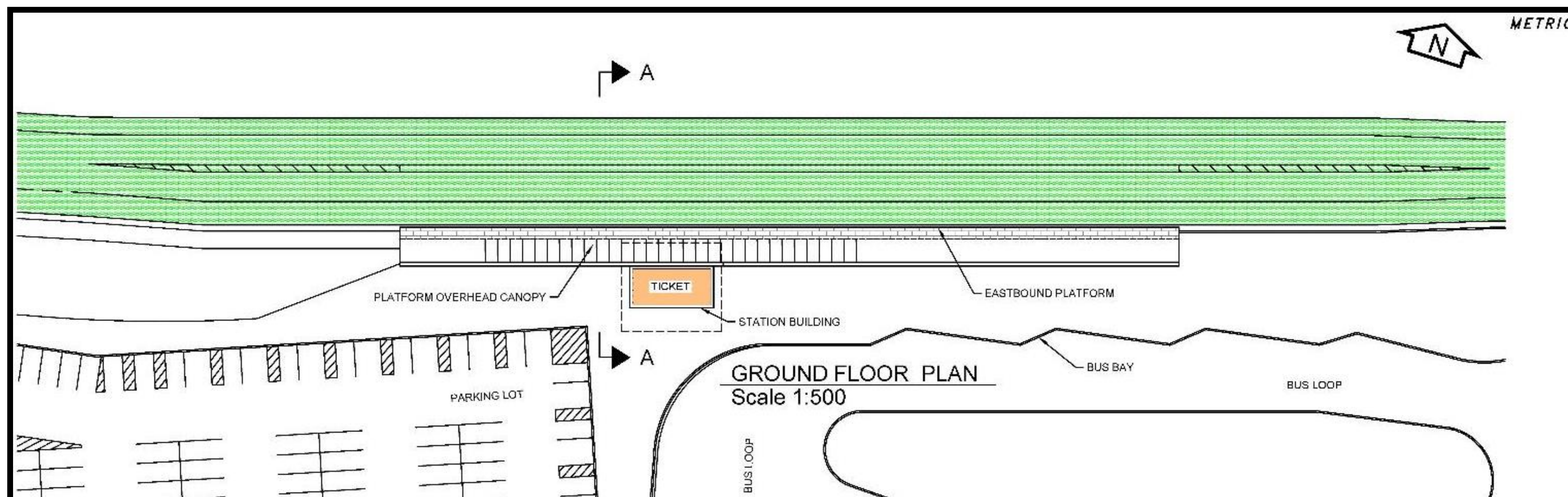
- Station on Provincial lands designated for transportation.
- Station platform located within 30m of future Whites Road.
- Bus loop and street bus stops included in preliminary design.
- Bus and emergency vehicle only access to Transitway provided at this station.
- Potential impacts to Whitevale Creek are avoided.
- Environmental Mitigation will be provided for the following environmental impacts: cultural meadow, agricultural lands and hedgerow.

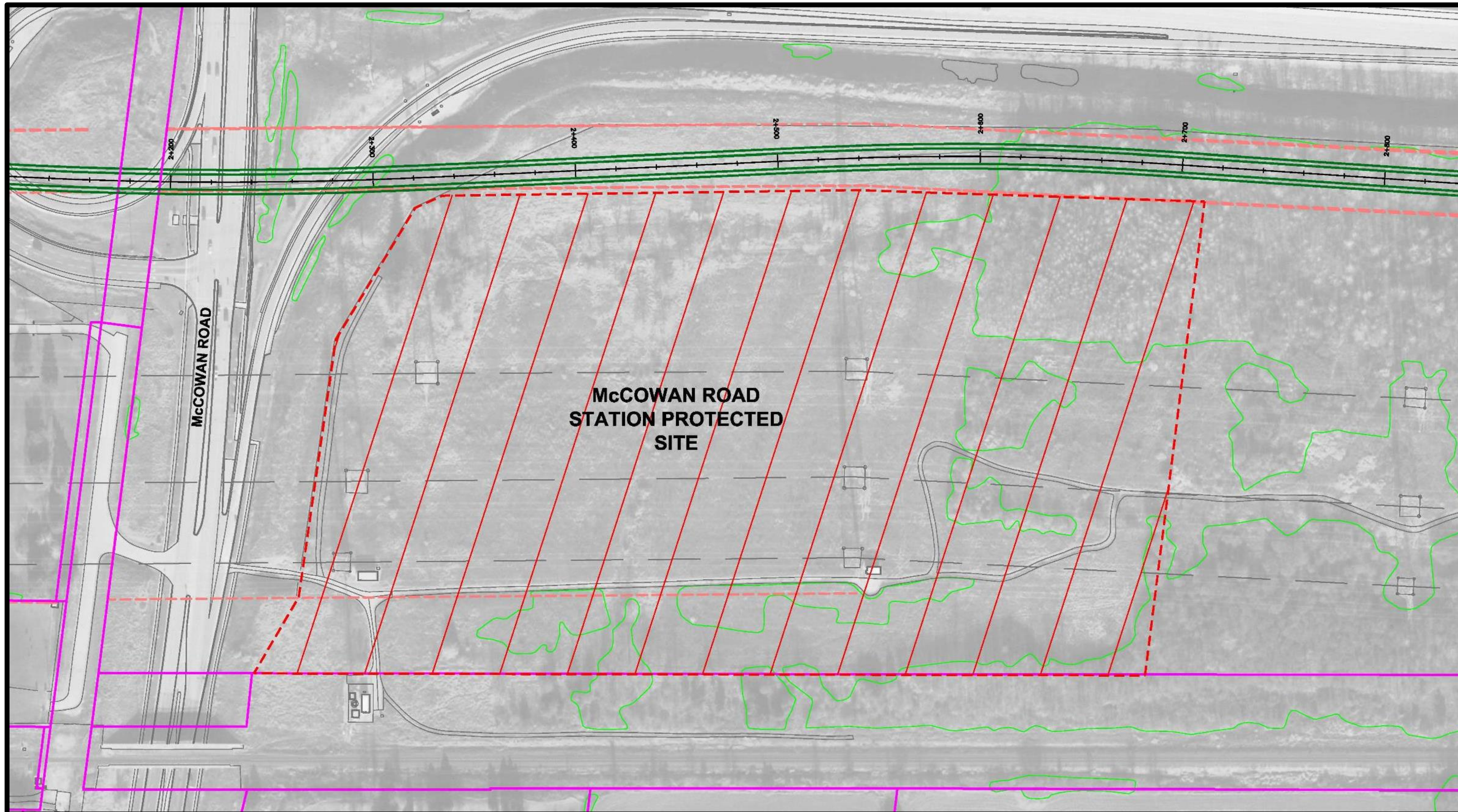
Preferred Alternatives Brock Road Station



Station Characteristics

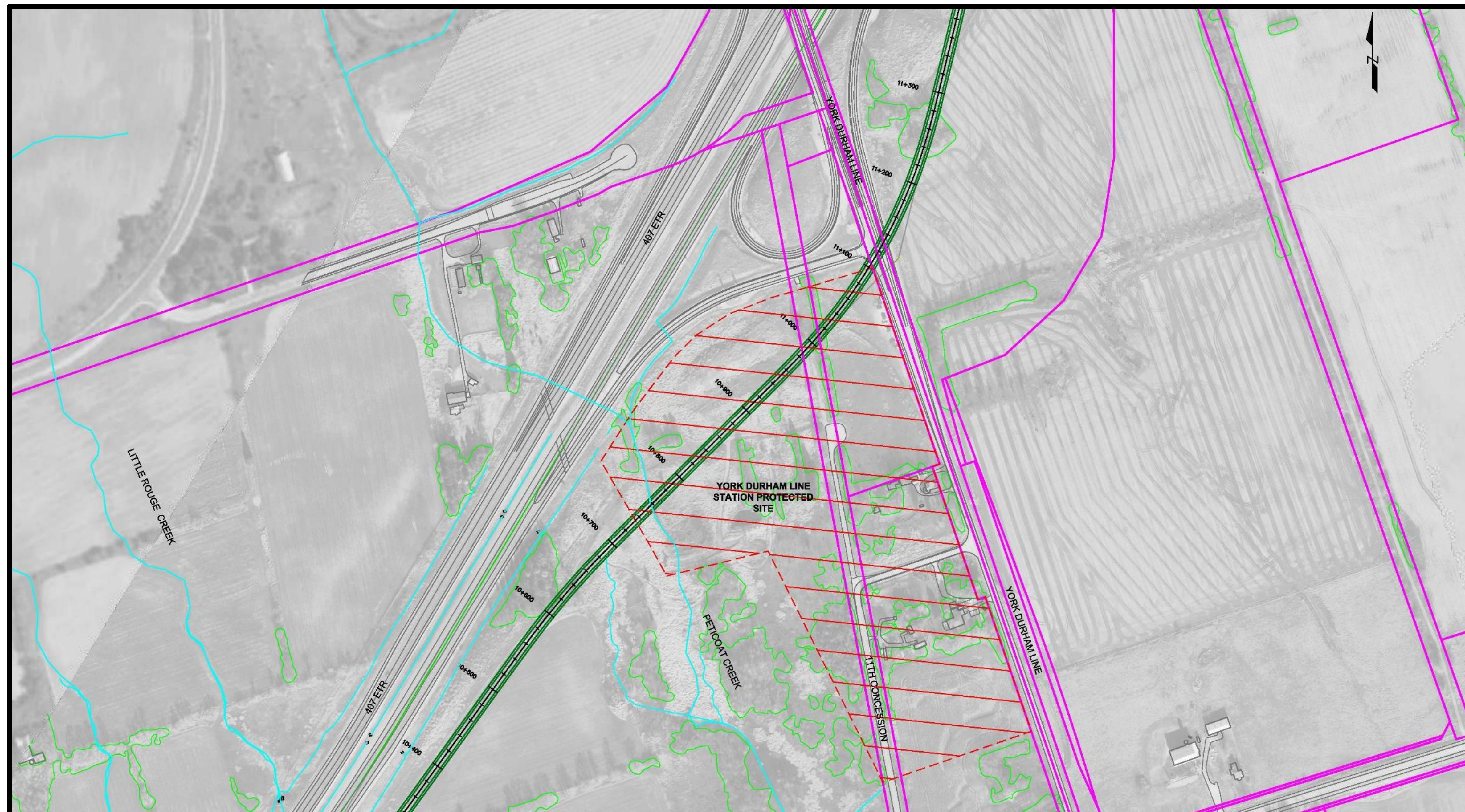
- Station on Provincial lands designated for transportation.
- Station will be an extension of the car-pool lot to be built in 2016-2017
- Station will operate as an interim Terminus Transit Station.
- Station platform located within 200m of Brock Road.
- Bus loop being included in preliminary design.
- Bus only and emergency vehicle only access to Transitway provided at this station.
- Environmental Mitigation will be provided for the following environmental impacts: agricultural lands and hedgerow.





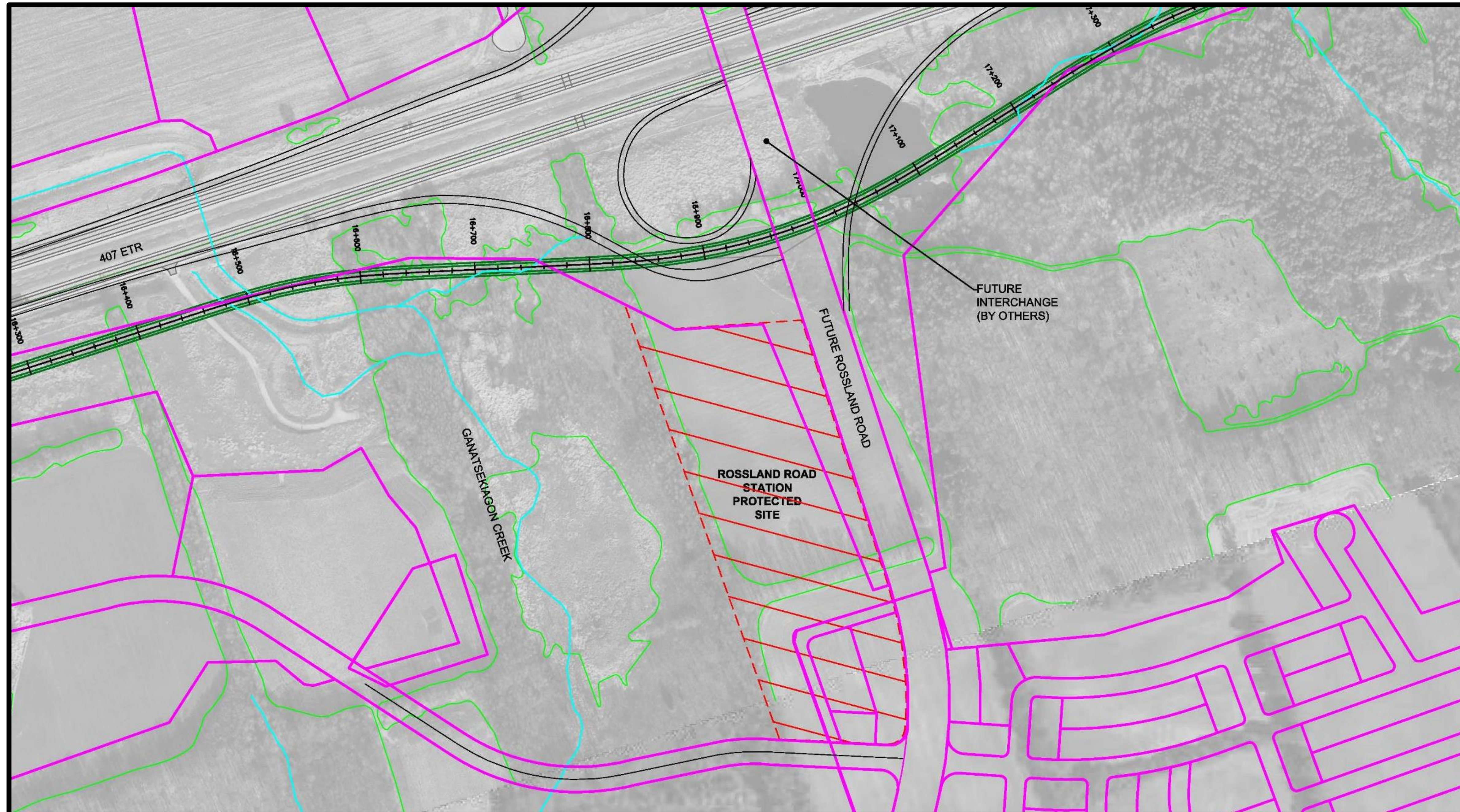
Protected Site Rationale

- Location not selected as an initial Transitway station.
- West site not feasible due to presence of cemetery.
- Bus operations restricted under high voltage Hydro lines
- Severe sight distance issues at intersection of McCowan Road and potential access road.
- Safety issues for pedestrian transit transfers at ETR Interchange.
- Excessive cost for station access road.
- Site protected for future station if demand exceeds capacity at adjacent stations.
- Future McCowan Station design will be completed as part of a future study.



Protected Site Rationale

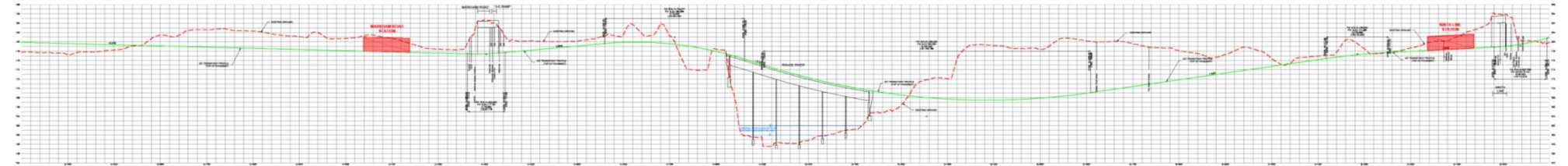
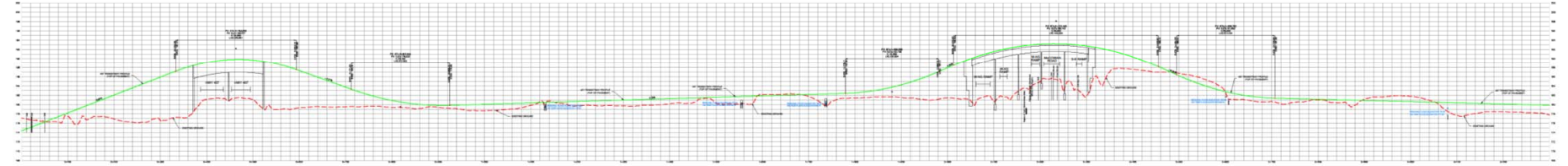
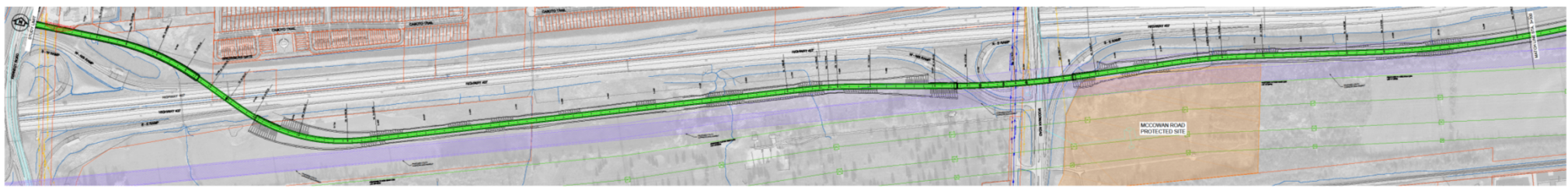
- Site not selected for a station due to insignificant forecast ridership demand.
- Site protected for potential environmental compensation or possible future transit supported Rouge National Park access.



Protected Site Rationale

- Site not selected for a station due to low forecast ridership demand; uncertainty of ETR Interchange implementation; available land limited by environmental restrictions.
- Site protected for potential environmental compensation or temporary Transitway bus garage.

Alignment Plan & Profile Drawings



SCALE
 10m 0 20m
 Horizontal
 1m 0 2m
 Vertical

LEGEND
 FILL STATION PLATFORM STRUCTURE CUT
 RETAINING WALL RUNNING WAY SHOULDER

HYDRO CORRIDOR
 UTILITY CORRIDOR
 EXISTING PROPERTY BOUNDARIES

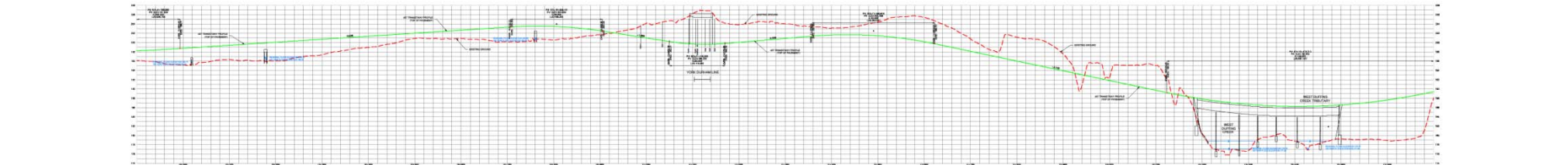
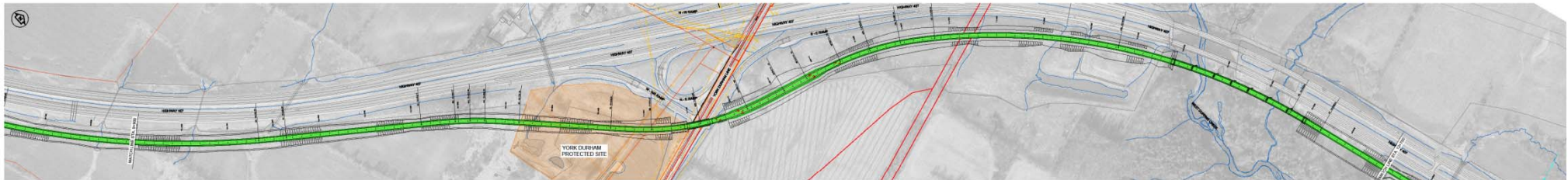
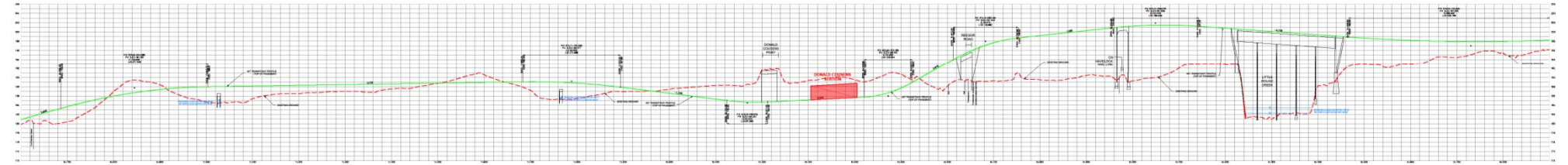
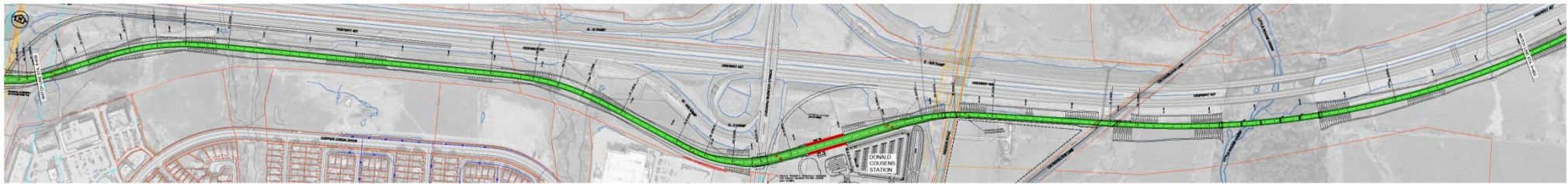
WATER COURSES
 STATION
 PRIVATE PROPERTY REQUIRED

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET
ALIGNMENT
PLAN & PROFILE
PLATE 1
 DATE
 2016/06/20

DRAWING NO.: A1320/17/002 - 407 Transitway - Phase 2/1/13, Contract - Drawing 01 - 002/06 - Plan 01/03, 4th flr, PC, 10/08/14
 DATE: Jun 18, 2016 - 4:53pm
 000010

Alignment Plan & Profile Drawings



SCALE
 10m 0 20m
 Horizontal
 1m 0 2m
 Vertical



- HYDRO CORRIDOR
- UTILITY CORRIDOR
- EXISTING PROPERTY BOUNDARIES
- WATER COURSES
- STATION
- PRIVATE PROPERTY REQUIRED

407 TRANSITWAY
 EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
 G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET
 ALIGNMENT
 PLAN & PROFILE

PLATE
 2

DATE
 2016/06/20

DRAWING NUMBER: A:\PROJECTS\407 Transitway\Phase 2\T113 General\02 - Drawings\01 - CD\036 - 132-00-03 CA 2013-E-0027
 DATE: 2016-06-20 14:23:24

Potential Environmental Impacts and Mitigation Measures

Impacts

Soils, Contaminated Property and Waste

- Disturbance of soil, and utilization and disposal of excess materials.
- Potential impacts on contaminated property.

Surface Water, Drainage and Stormwater

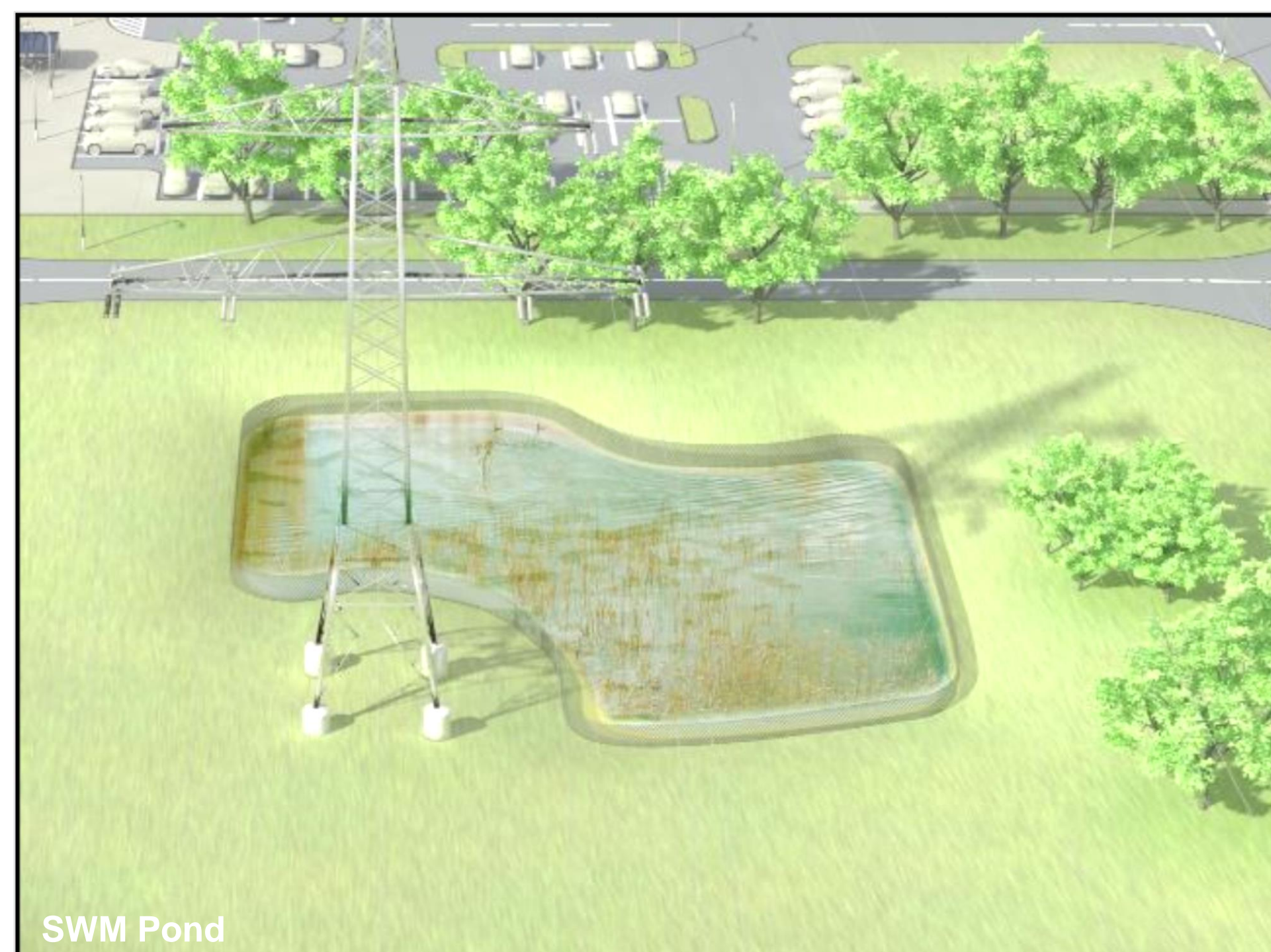
- Possible impacts on existing drainage patterns along 407ETR. Water quality degradation.
- Increase runoff due to increase in impervious areas.

Groundwater

- Reduced-groundwater recharge as a result of the expansion of impermeable pavement surfaces
- Potential for well interference associated with deep excavations and/or construction dewatering.

Mitigation

- Utilization and disposal of excess materials will be managed in accordance with regulatory requirements.
- Properties of concern will be the subject of further assessment during Detail Design.
- Erosion and sedimentation control measures to prevent the potential migration of sediments off site.
- A drainage and stormwater management plan has been prepared to address potential impacts.
- Minor creek realignment/regrading is expected at most crossings to ensure flow is safely conveyed through the proposed structures.
- Impacts are temporary. Further hydrogeology studies will be conducted prior to construction at locations where dewatering is required.



Impacts

Fish and Fish Habitat

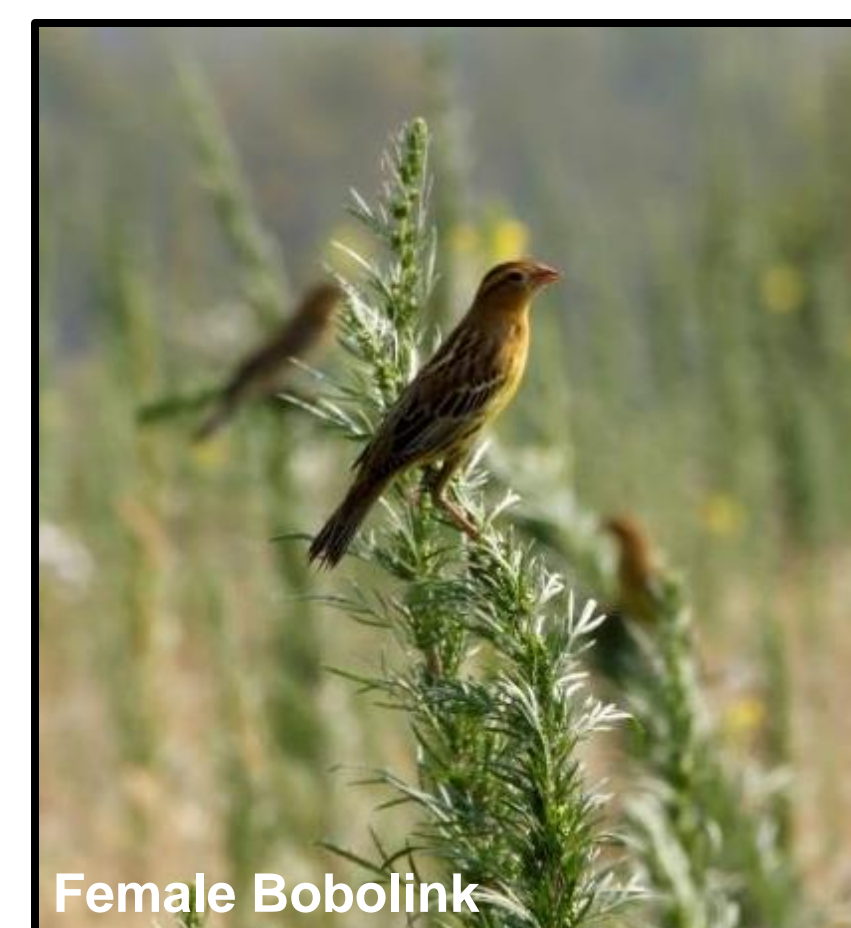
- Potential impacts to fish and fish habitat.
- There are 31 watercourse crossings: 16 directly supporting fishery, 9 indirectly supporting fishery and 6 not supporting fishery.
- Redside Dace an 'Endangered' species listed under the *Endangered Species Act* and the *Species At Risk Act* is found in nine of the watercourses within the study area

Flora and Fauna

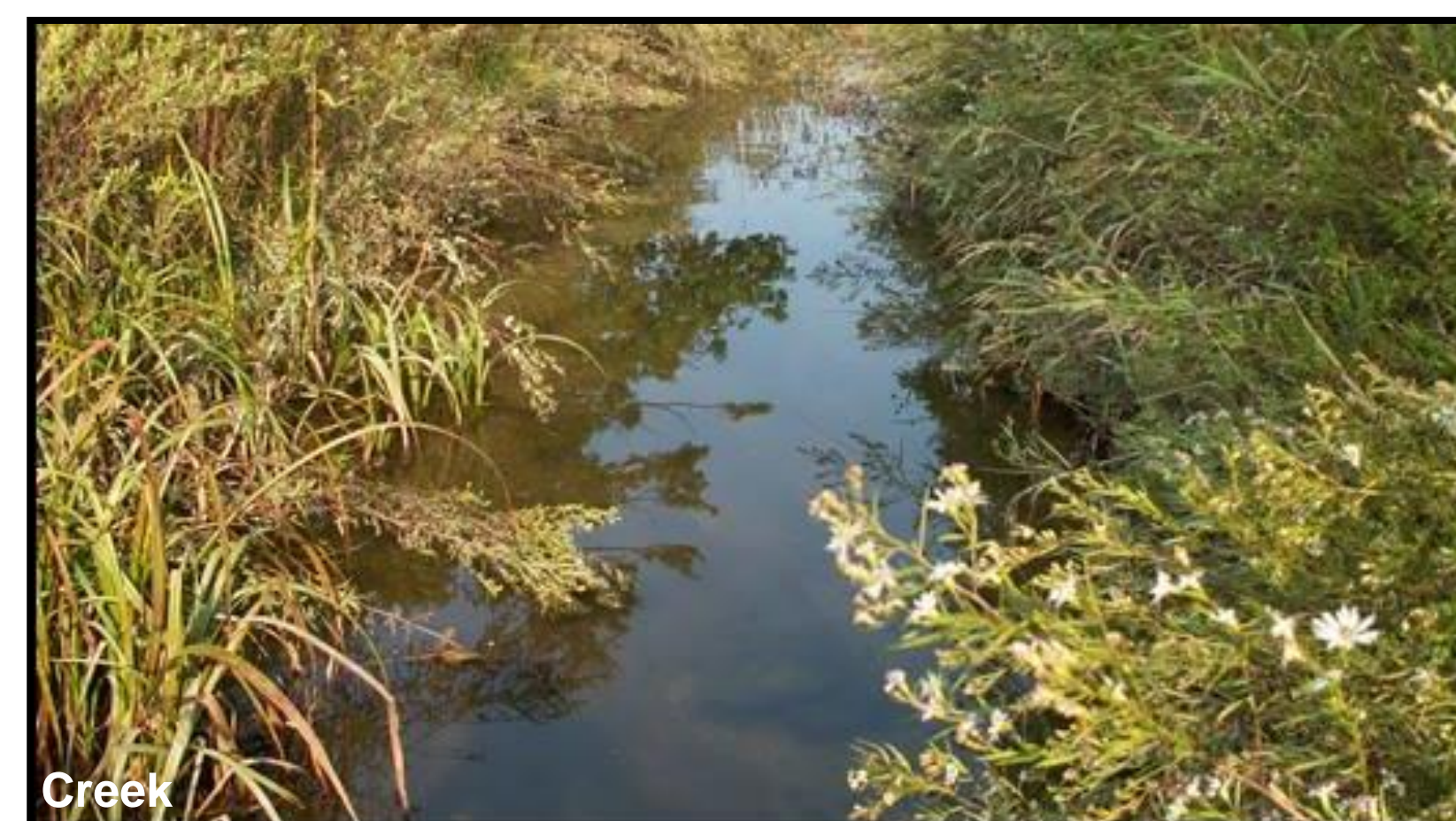
- Overall, approximately 107.6 ha of vegetation communities will be removed. The majority of the vegetation communities are considered widespread and common in Ontario and secure globally.
- A small portion of the Locust Hill Wetland, located west of York-Durham Line, will be removed.
- A small portion of the Cedar Grove Provincially Significant Wetland Complex will be impacted as a result of the runningway.
- Minor displacement and disturbance of wildlife habitat.
- Eastern Meadowlark, Bobolink and Barn Swallow are regulated under the *Endangered Species Act* as 'Threatened' species have potential to be present within the study area.

Mitigation

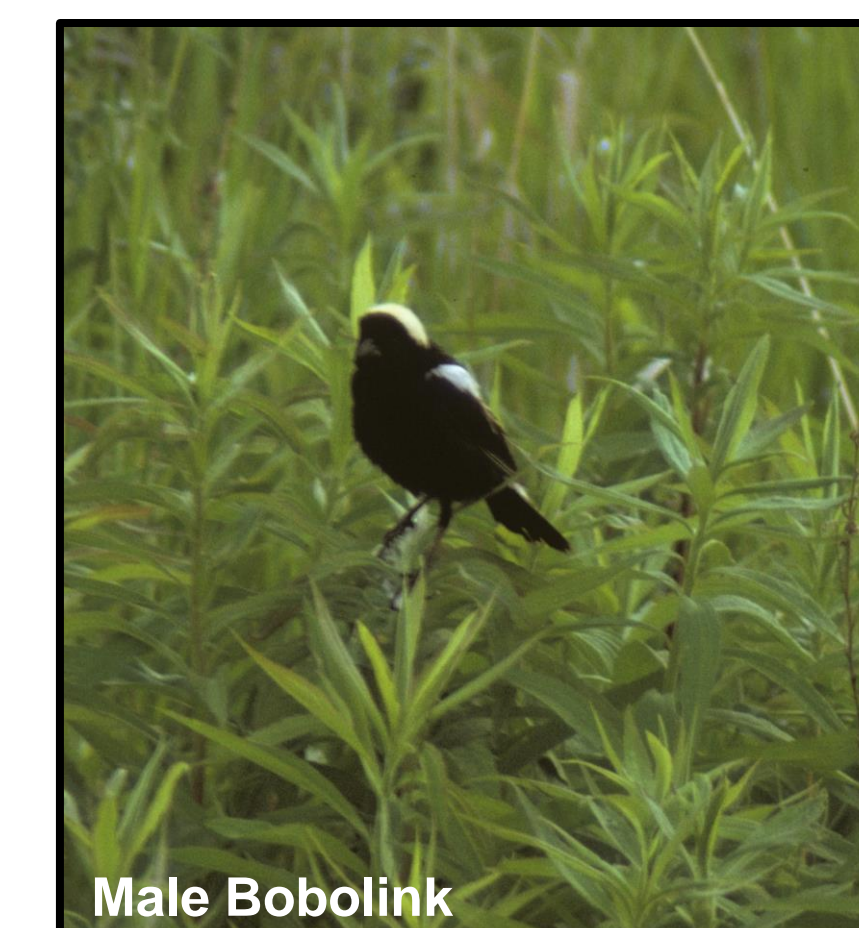
- In-water works, if required, will be conducted within the Redside Dace timing window (July 1- September 15). A 17 (2) (c) overall benefit permit under the *Endangered Species Act* may be required.
- A *Fisheries Act* authorization may be required depending on the type of structures and work proposed.
- Best construction practices will be implemented including erosion and sediment control measures, equipment maintenance, minimize impacts to riparian vegetation, stabilization and restoration of watercourse bank, etc.
- A landscape plan will be developed during the Detail Design
- Requirements under the *Species at Risk Act*, Ontario's *Endangered Species Act*, *Migratory Birds Convention Act*, and *Fish and Wildlife Conservation Act* will be met to mitigate any adverse effects on wildlife species.
- No vegetation removal will occur during the nesting season. The nesting season of the majority of the species is from April 1 to August 15.
- During Detail Design, further field investigation will be undertaken to survey the presence of the three 'Threatened' species.
- Transitway structures will be designed to maintain wildlife passage.



Female Bobolink



Creek



Male Bobolink

Potential Environmental Impacts and Mitigation Measures



Impacts

Mitigation

Archaeology

- A Stage 1 Archaeological Assessment identified areas of archaeological potential requiring Stage 2 Archaeological Assessment as well as sites required Stage 3 and 4 Archaeological Assessment.

- Further Archaeological Assessments will be conducted in areas of archaeological potential during Detail Design. Any impacts will be mitigated through avoidance or salvage.

Cultural Heritage

- Three Cultural Heritage resources will be affected as a result of removal of buildings, barns and/or landscape features. Two are designated under Part IV of the *Ontario Heritage Act*.

- Heritage Impact Assessments are being conducted for the three Cultural Heritage properties. Design will preserve the resources as much as possible. If not feasible, preservation/retention in situ will be considered. If unavoidable, relocation to a new location will be considered.

Property

- Most of the property required for the 407 Transitway is provincially owned land and designated for infrastructure purposes.

- Minimum private property will be acquired through negotiation or expropriation if required and confirmed during Detail Design. Discussion will continue with the affected parties.
- Landscape plans will be prepared and implemented to mitigate any visual or lost vegetation impacts.

Air and Noise

- There is a minor net increase in emissions for all air quality pollutants except carbon monoxide in the local study area. However, across a broader area, there will likely be an overall improvement with travelers switching from auto to transit use.
- The projected increases in sound are within Ministry of the Environment guidelines of less than 5 dB except for two areas (Ninth Line and Brock Road).

- Best management practices will be implemented to prevent the potential release of dust and other airborne pollutants during construction.
- Construction activities will adhere to local noise by-law regulations. Exemptions will be obtained from the municipality as necessary.
- Noise mitigation measures will be applied at the two identified locations.



- Input received at this PIC will be reviewed and incorporated into the study, as appropriate.
- The Transit Project Assessment Process (TPAP) will be initiated shortly with the publication and distribution of the Notice of Commencement (NOC).
- Once the Notice of Commencement is issued, MTO has 120 days to prepare the Environmental Project Report (EPR) and to consult with the public, regulatory agencies, aboriginal communities, landowners and other interested persons.
- The Notice of Completion of the EPR will be published and distributed concurrently with the release of the EPR for a 30-day final review. Objections on matters of provincial importance or aboriginal or treaty rights are submitted to the Minister at this time.
- The Minister has an additional 35 days to review the project before giving notice to proceed, proceed subject to conditions or request additional studies.
- MTO will submit a Statement of Completion and then proceed to detail design, implementation and construction of the 407 Transitway, subject to funding and provincial priorities.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.

Comments and information regarding this study are being collected to assist the MTO in carrying out the study and meeting the requirements of the *Ontario Regulation 231/08 Transit Project & Metrolinx Undertakings*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the project team if you have questions or concerns regarding this study.

Graham DeRose
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Khaled El-Dalati, P.Eng.
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Fax: 905-943-0400
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Fax: 905-833-1255
E-mail: gkauffman@lgl.com

Thank you for your participation in this project.

Website: 407Transitway.com

407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE



April 15, 2015
4:00 p.m. to 8:00 p.m.
Markham Museum - Main Building
9350 Markham Road, Markham

April 16, 2015
4:00 p.m. to 8:00 p.m.
Pickering Recreation Complex- Meeting Room B
1867 Valley Farm Road, Pickering

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by **May 15, 2015**:

Tarita Diczki
MTO Project Manager
Ministry of Transportation, Central Region
Highway Engineering
Building D, 1201 Wilson Avenue, 4th Floor
Toronto, Ontario, M3M 1J8
Tel: 416-235-5191
Fax: 416-235-3576
E-mail: tarita.diczki@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Parsons
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Fax: 905-943-0400
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Environmental Section
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E-mail: gkauffman@lgl.com

COMMENTS:

Ninth Line Station
Legacy Community - Ninth Line / Box Grove Bypass
Rouge Bank.
Problem with route for vehicular traffic - Goes through
our Legacy Community. Problems with it →
traffic problems already out of our area @NLY
already. The chosen route for Ninth Line
Station goes through one of these routes →
making traffic worse for us.
Option Lands north of the water treatment
facility at Box Grove Bypass and Rouge Bank
(where Arista had sales office) is owned by city?
not being used. This land could be used to
create vehicular route into BRT station. This
would allow people vehicular access to station
via the Box Grove bypass directly and preserve
our community exit road of Rouge Bank.

Thank you for your participation.
Comments and information regarding this study are being collected to assist in meeting the requirements of the
Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and
Protection of Privacy Act. With the exception of personal information, all comments will become part of the public
record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]
Address: [REDACTED]
Postal Code: [REDACTED] Telephone: [REDACTED]

2035

Old Ninth

Leads -

Access Road New Line

Future Employment Leads

- Parkway - Legacy Community - FREE PARKING problem

- NOISE - Legacy Streets

- Best behind LOWGO'S

Also - DO NOT open access of Old Ninth Line to Station with this option and DO NOT put traffic lights @ Old Ninth Line and Rouge Bank.

- 2 sets of traffic lights so close together
 ① Rouge Bank : Old Ninth Line (New)
 ② Rouge Bank : Box Grove Bypass
 would be a disaster for our community in peak hours.

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Fax: 905-943-0400
E-mail: k.eldalati@parsons.com

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Please mail us photocopies of all of our sheets.

COMMENTS :

Why do we need Ninth Line AND a Donald Cousins Pkway station? Donald Cousin Parkway has lands surrounding it that is protected green space (= no housing on that land). Why not put 1 station between 2 proposed stations? Access can be from both 9th Line/Box Grove Bypass AND 10th Line. Option is to put 1 station only on Copper Creek (between existing Walmart and Longo's Plaza) (beside proposed Nursing Home).

Thank you for your participation. Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [Redacted]
Address: [Redacted]
Postal Code: [Redacted] Telephone: [Redacted]



LGL Limited
 environmental research associates
 22 Fisher Street, P.O. Box 280
 King City, Ontario Canada L7B 1A6
 Tel: (905) 833-1244 Fax: (905) 833-1255
 Email: kingcity@lgl.com web: www.lgl.com

June 23, 2015



Dear [Redacted]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
 Planning and Preliminary Design Study G.W.P. 13-20003
 City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre for the above referenced study that took place at the Markham Museum on April 15, 2015. Individual responses to each of the comments received from you are documented below.

Your Comment	Response
<p>Problem with route for vehicular traffic – goes through our Legacy Community. Problems with it:</p> <ul style="list-style-type: none"> - Traffic problems already out of our area ONLY already. The chosen route for Ninth Line Station goes through one of these routes – making traffic worse for us. <p>Option: Lands north of the water treatment facility on Box Grove Bypass and Rouge Bank (where Arista had sales office) is owned by city, not being used. This land could be used to create vehicular route into BRT station. This would allow people vehicular access to station via the Box Grove bypass directly, and preserve our community exit road off Rouge Bank. Also, <u>DO NOT</u> open access of Old Ninth Line to Station with this option and <u>DO NOT</u> put traffic lights at Old Ninth Line and Rouge Bank.</p> <p><u>2 sets of traffic lights so close together</u></p> <ol style="list-style-type: none"> 1. Rouge Bank & Old Ninth Line (new) 2. Rouge Bank & Box Grove Bypass would be a disaster for our community in peak hours. <p><u>Ninth Line Station</u> Legacy community will not be happy with <u>access (car)</u> through Rouge Bank (Copper Creek). Ask City for triangle of land over water treatment facility to direct all traffic using Box Grove Bypass. Reasons: traffic out of Legacy community is already awful in peak times and access to station</p>	<p>We appreciate your concern regarding adding traffic and a traffic signal to the point of access/exit to the residential subdivision (Rouge Bank). A traffic study is being conducted to assess road capacity and vehicular/pedestrian access alternatives, including an access north of the treatment plant.</p> <p>Safety issues concerning proximity of the school will also be assessed as part of the traffic study. The results of the traffic study will be presented at PIC #2, which is scheduled for Fall 2015.</p>

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

Your Comment	Response
should be from a major street, NOT Legacy Community.	
<p><u>Concern</u> "Phase 2" of Legacy Community too close to BRT line – NOISE??</p>	<p>A noise effects and mitigation assessment will be conducted to assess future noise impact with the addition of the Transitway facilities. The results of the noise assessment will be presented at PIC #2, which is scheduled for Fall 2015.</p>
<p><i>Ninth Line and a Donald Cousins Parkway Station</i> Why do we need Ninth Line and a Donald Cousins Parkway station? Donald Cousins Parkway has lands surrounding it that is protected green space (= no housing on that land). Why not put 1 station between 2 proposed stations? Access can be for both Ninth Line/Box Grove Bypass and 10th Line. Option is to put 1 station only on Copper Creek (between existing Walmart and Longo's Plaza) (beside proposed Nursing Home).</p>	<p>Other sites are being investigated to assess if there are any feasible options that have sufficient land available to accommodate the station facility requirements. The suggested lot located between the Longo's Plaza and Walmart is zoned for residential development. The request from the developer has been approved by both the City of Markham and the Region of York.</p>

In addition to the traffic study and noise study mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

As per your request, enclosed is a copy of the comment forms you provided at the PIC in April.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
 Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
 Larry Sarris, MTO Environmental Planner
 Khaled El-Dalati, Parsons

Attach

407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD
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COMMENTS :

I am concerned about the 9th line Preferred Station location. This will generate heavy traffic in the area. ~~The area is urban~~ The entrance to the area is already busy and it takes a while to exit the area in the morning.

The preferred site route is close to Legacy School. This will put walking kids at risk from the buses and additional traffic. The noise and pollution will also impact kids and residents of the area.

Thank you for your participation.
Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code: _____ Telephone: _____

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COMMENTS :

on 9th line I don't think the residents (including myself) were expecting a large parking lot right up against their houses. Access is going to be a big issue - traffic is already very heavy in the neighborhood. Option 2 is much preferable. ~~It~~ You may consider a plan 'c' which puts the station on the east side & counter parking (much smaller lot) on the west side. Then you could have a much bigger parkway to separate the houses. Thanks you for your consideration

B. D. R.

Thank you for your participation. Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: 
Address: 
Postal Code:  Telephone: 



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Email: kingcity@lgl.com web: www.lgl.com

June 23, 2015

[Redacted]

Dear [Redacted]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre for the above referenced study that took place at the Markham Museum on April 15, 2015.

In your comment form you expressed concerns in regards to the proposed Ninth Line Station. You have noted traffic impacts to your neighbourhood and suggested that consideration be given to locating the Transitway station to the east of Ninth Line and have a smaller parking lot (overflow) on the west side of Ninth Line.

Please note that creating a station that is split across a significant roadway such as Ninth Line would represent a concern for pedestrian access as passengers parking in the overflow lot would need to cross Ninth Line to access the station facilities. We appreciate your concern regarding accessing the site and adding traffic to the point of access/exit to the residential subdivision (Rouge Bank). A traffic study is being conducted to assess road capacity and vehicular/pedestrian access alternatives. Sufficient land availability to accommodate the station facilities east of Ninth Line is also a challenge.

In addition to the traffic study, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Yours sincerely,

LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE



April 15, 2015
4:00 p.m. to 8:00 p.m.
Markham Museum - Main Building
9350 Markham Road, Markham

April 16, 2015
4:00 p.m. to 8:00 p.m.
Pickering Recreation Complex- Meeting Room B
1867 Valley Farm Road, Pickering

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by May 15, 2015:

Tarita Diczki
MTO Project Manager
Ministry of Transportation, Central Region
Highway Engineering
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Toronto, Ontario, M3M 1J8
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King City, Ontario, L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS :

I support the SW alternative for the
Markham Rd station site plan

Thank you for your participation.
Comments and Information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]
Address: [REDACTED]
Postal Code: [REDACTED] Telephone: [REDACTED]

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COMMENTS :

9th line station -> please ensure you include
14th avenue between Markham Rd + 9th line as
part of the traffic study

Thank you for your participation.
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COMMENTS :

EXCELLENT PRESENTATION - PLEASE CONTINUE
TO KEEP MARKHAM RESIDENTS ~~BE~~ INFORMED.
THANK YOU.
A. Guzman

Thank you for your participation.
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Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]
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* please
mail be
a hard
copy.
of PIC
boards.
Thx.

COMMENTS:

heritage
[redacted] a house that will be affected
by this transit corridor.
When can I expect to hear how
my situation will be handled.
I have already meet with my
deputy mayor and mmp regarding
this matter
I have been ~~evicted~~ evicted from
this house 6 times in the pass
for "407 USE".
It has caused very much stress

Thank you for your participation.
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Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and
Protection of Privacy Act. With the exception of personal information, all comments will become part of the public
record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [redacted]
Address: [redacted]
Postal Code: [redacted] Telephone: [redacted]

to me over the years. And
also to my husband and 4
children to have lived in this
house for 23 years.

I fought to save this house
starting back in June 97.

You can't imagine what this
has done to me and my
family.

I expect to get a form
letter back although I
~~can't~~ can hope for
something more informative
about my families future

B. Y. Manner



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environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
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June 23, 2015

[REDACTED]

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre for the above referenced study that took place at the Markham Museum on April 15, 2015.

MTO will conduct a cultural heritage assessment of the property this summer following provincially recognized protocols. The results of the cultural heritage assessment will be used to assess potential impacts on this property and communicated with you accordingly.

Yours sincerely,

LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

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COMMENTS:

- Many issues surrounding the 9^m Line Station Alternative (One that is attached to Subdivision that exists)
- (A) TRAFFIC - it should not run on old 9th Line -> the light you are proposing will debilitate the community. We will not be able to get it out of our community.
* Suggestion -> entry to the proposed parking lot should at this site should come directly off the Box Grove By Pass and eliminate the lights.
-> make a larger station between Walmart and to the West of Walmart and avoid the station above altogether.
-> create an overpass from Box Grove By pass into the Parking lot/Station @ this site.
- (B) COMMUNITY -> Traffic will come to a stand still
-> Walkways from our area to the lot to increase ridership will create parking problems on our streets. They will park for free on our streets and avoid the payment in the parking lot.
-> Sound barriers need to be better constructed for what already exists the 407. Sound is easily heard right now. It needs to be enhanced to protect the community.
-> Beautification of (1) The Burn (2) The Station (3) The Parking Lot.
- (C) Is there enough projected density to put so many stations close together. For instance the Box Grove By Pass was built but nobody uses it all despite density increasing north of Highway 2.
- (D) BUSINESS/JOB DEVELOPMENT - Would it not make sense to eliminate this station altogether and put a much larger one east of Walmart. It would spur economic development to East Markham + get better traffic usage for the Box Grove By Pass which is underutilized.
- (E) 2 weeks ago we met with Deputy Mayor Leah Heath. Question was posed about this corridor. He said there is nothing going on? Why is the city not absent of this information. I asked whether you know about IAC's application to enhance density from going Commercial to Residential between Longo's + Walmart. The individual Thank you for your participation. had no idea. SEEMS LIKE THERE IS A LACK OF COMMUNICATION
- Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [Redacted]
Address: [Redacted]
Postal Code: [Redacted] Telephone: [Redacted]

WE NEED TO KNOW WHAT IS GOING ON.

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COMMENTS :

- (F) → If you are going to encroach our subdivision, what will you do to ensure that our community setting does not decline?
(1) Trees, shrubs, etc. (2) sound barriers, (3) Pollution from buses and cars that are coming into the area.
- (G) Do you know about the reapplication by TABC to change the designation of land between Longo's + Walmart from commercial to High Density. How will this change where the stations will be located?
- (H) TRAFFIC → We will be blocked in the morning + evening getting into our community. We are bound by the environment and bridge to the South, 14th is blocked in the morning. Only way out is to go via Box Grove by pass. Current plan from here on your Board will make it impossible to get out of our area during rush hour. Please suggest alternative plans.
- (I) RUNWAY SIZE → How big is it? How fast will buses be coming in for noise
- (J) FLOODING CAUSED BY PARKING LOT DEVELOPMENT.
- (K) How are you going to put 2 lanes between the 407 and the most northern part of our community. Currently the back yards have to burn in them and it spills to the 407. How are you going to protect these citizens. Just a wall.

Thank you for your participation.

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Do you require a formal response to your comments? Yes No

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COMMENTS:

(L) Eliminate 9th Line Station altogether, eliminate station to the east of 9th Line also. CREATE A MUCH LARGER STATION BETWEEN CREEK TO THE EAST OF LONGO'S & THE WEST OF THE CREEK LOCATED BY WALMART! WHY? → BOXGROVE BY PASS 4 LANES ALREADY → COPPER CREEK is also already 4 LANES. (Traffic will be better to fit need and the capacity is already there. At the moment these streets are never used. It will bring people to the new which will also create work job opportunities for the people of Markham as it will be a much better Hub. Markham needed the Transitway By Pass to decrease traffic congestion. At present nobody was its Hub and help if the city of your grants spots, surround by traffic capacity issues. Also closer to the Havelock line which could be electrified to get you to Toronto Toronto. At the moment Markham's road plan has failed; this will help the plan develop.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

PLEASE PRINT CLEARLY

Name: _____

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Telephone: _____



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June 23, 2015

[Redacted]

Dear [Redacted]

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 City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre for the above referenced study that took place at the Markham Museum on April 15, 2015. Individual responses to each of the comments received are documented below.

Your Comment	Response
Many issues surrounding the 9 th Line station alternative (One that is attached to Subdivision)	See below.
<p>A. Traffic It should not run on old 9th Line – the light you are proposing will debilitate the community. We will not be able to get in or out of our community.</p> <p>Suggestion</p> <ul style="list-style-type: none"> • Entry to the proposed parking lot should at this site come directly off the Box Grove Bypass and eliminate the lights. • Make a larger station between Walmart and to the West of Walmart and avoid the station above altogether. • Create an overpass from Box Grove Bypass into the parking lot/station at this site. 	<p>A. A traffic study is being undertaken to assess the impacts that the proposed station will have to the community and potential solutions will be assessed.</p> <ul style="list-style-type: none"> • This option will be assessed in the traffic study • The MTO Team has investigated this possibility. The land referenced has already been designated for town home construction by the City of Markham. This land is not available for a station. • This suggestion will be assessed in the traffic study. <p>The results of the traffic assessment will be presented at PIC #2, which is scheduled for Fall 2015.</p>
<p>B. Community Impact Traffic will come to a standstill.</p>	<p>B. The parking lots will not charge a fee for the ability to park and ride similar to the GO parking lots. Potential</p>

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

Your Comment	Response
<p>Walkways from our area to the lot to increase ridership will create parking problems on our streets. They will park for free on our streets and avoid the payment in the parking lot.</p>	<p>control measures will be discussed with the City of Markham to address concerns of commuters parking on local streets.</p>
<p>Sound barriers need to be better constructed for what already abuts the 407. Sound is easily heard right now. It needs to be enhanced to protect the community.</p>	<p>A noise assessment study will be undertaken throughout the summer. The results of the study will indicate what mitigation measures may be required.</p>
<p>Beautification of (1) The Berm (2) The Station (3) The Parking Lot.</p>	<p>Landscaping will be a design component of the project.</p>
<p>C. Is there enough projected density to put so many stations close together? For instance the Box Grove Bypass was built but nobody uses it at all despite density increasing north of Highway 7.</p>	<p>C. This is a long term study that will be implemented in several stages as density and ridership demand increases.</p>
<p>D. Business/Job Development Would it not make sense to eliminate this station altogether and put a much larger one West of Walmart? It would speed economic development to East Markham and get better traffic usage for the Box Grove Bypass which is underutilized.</p>	<p>D. As indicated in "A. Response"; the area has been zoned by the City of Markham for town homes; consequently is not available for a station site.</p>
<p>E. 2 weeks ago we met with Deputy Mayor Jarek Heath. Questions were asked about this corridor. He said there is nothing going on??? Why is the city not abreast of this information? I asked whether you knew about TACC's application to enhance density from going Commercial to Residential between Longo's and Walmart. The individual had no idea. SEEMS LIKE THERE IS A LACK OF COMMUNICATION. WE NEED TO KNOW WHAT IS GOING ON.</p>	<p>E. The MTO Team has been in contact with the City of Markham staff from the outset of the project. Your question will be forwarded to City staff.</p>
<p>F. If you are going to encroach on our subdivision, what will you do to ensure that our community setting does not decline?. (1) Trees, shrubs, etc. (2) Sound barriers. (3) Pollution from buses and cars that are coming into the area.</p>	<p>F. Landscaping will be a design component of the project. Noise and air quality effects and mitigation studies will be conducted as part of the Environmental Assessment process.</p>
<p>G. Do you know about the re-application by TACC to change the designation of land between Longo's and Walmart from Commercial to High Density? How will this change where the stations will be located?</p>	<p>G. The new designation precludes considering a station at this location.</p>
<p>H. Traffic We will be blocked in the morning and evening getting into our community. We are bound by the environment. Small bridge to the South. 14th is blocked in the morning. Only way out is to go via Box Grove Bypass. Current plans you have on your</p>	<p>H. A traffic study is being undertaken to evaluate potential impacts and proposed solutions. Alternative access solutions will be included in the study.</p>

Your Comment	Response
board will make it impossible to get out of our area during rush hour. Please suggest alternative plans.	
I. Runway Size How big is it? How fast will buses be coming in for noise?	I. The runningway ranges from 12.5 m between stations to 19.5 m at stations. Speed will vary from 60 kph to 100 kph.
J. Flooding caused by parking lot development.	J. A stormwater management study is being undertaken for the complete facility (runningway and stations).
K. How are you going to put 2 lands between the 407 and the most northern part of our community? Currently the backyards have the berm in them and it drops to the 407. How are you going to protect these citizens? Just a wall.	K. A noise study is being undertaken to determine impacts of the Transitway on the local community. Mitigation measures will be developed based on the results.
L. Eliminate 9 th Line Station altogether, eliminate station to the east of 9 th Line also. CREATE A MUCH LARGER STATION BETWEEN CREEK TO THE EAST OF LONGO'S AND THE WEST OF THE CREEK LOCATED BY WALMART! WHY? Box Grove Bypass has 4 lanes already. Copper Creek is also already 4 lands. (Traffic will be better to this area and the capacity is already there). At the moment these streets are never used. It will bring people to the area which will also create work job opportunities for the people of Markham as it will be a much better HUB. Markham created the Donald Cousins Bypass to decrease traffic congestion. At present nobody uses it. It would help if the city and your group spoke surrounding traffic capacity issues. Also, close to the Havelock Line which could be electrified to get you to Downtown Toronto. At the moment Markham's road plan has failed; this will help the plan develop.	L. The land west of the Walmart is not available for a station. It has been zoned by the City of Markham for town houses. Your concern will be forwarded to the City of Markham. If and when the Havelock line serves passengers (GO Transit), there will likely be an intermodal station at the intersection of the Transitway and the railway line.

In addition to the traffic, noise, stormwater management and landscaping studies mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

From: [REDACTED]
Sent: Tuesday, April 14, 2015 9:43 AM
To: skang@lgl.ca
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

[REDACTED]
[REDACTED]

Question/Request: Good Morning,

I live in Legacy community and I am very concerned for the safety of my family and others in this neighborhood once this construction starts. There are many kids in the area as there is a school, a daycare, and few playgrounds in the community. The area is currently quite and safe for our kids and we feel that the expansion will impact the safety of our families. I would like to ensure that the expansion and the new bus stop terminals are far from the residential area. Could you please share the design and explain whether you considered the safety of the neighborhood in your design?

VERY Concerned citizen!

[REDACTED]

Sowel Kang

From: [REDACTED]
Sent: Monday, May 4, 2015 10:37 PM
To: Diczki, Tarita (MTO)
Cc: 'Sowel Kang' (skang@lgl.com); Amy Munn (Amy.Munn@parsons.com); Sarris, Larry (MTO)
Subject: Re: 407 Transitway - Kennedy to Brock - Website Comment/Request

Hello [REDACTED]

Thanks for your email response. As a resident of Legacy and a mother of young children I am extremely concerned that this project not only will impact our life style but will also impact the safety of my kids and other children in the neighbourhood.

There are many large empty lots in the area that are close to 407 ETR, located further from residential area and closer to commercial area . Please explain the reason you selected the most well established and quite neighbourhood to build the bus terminal

You had mentioned in your previous email that kid's safety will not be impacted. My concerns are as follows could you kindly address each?

- Russell Jarvis dr, as the name implies, is a very narrow curvy road and this project will significantly impact the traffic. How do you expect to prevent cars from parking on the drive to drop passengers in front of the terminal? and prevent rushing drivers looking for alternative parking options from parking on the drive?
- Speed limit on Russell Jarvis is 40 km/hr as it's not only a residential street but also is a school zone street. Many kids walk on Russell Jarvis dr to get to and from the School and YMCA centre. What kind of security measures are considered in your project planning to ensure that pedestrians' safety and speed limit will not be violated?
- For houses surrounding the proposed bus terminal location, how would the noise impact be controlled and eliminated?
- How would the fuel pollution impact on the neighbourhood be eliminated?
- Entrance and exit to Legacy community thru the old Ninth line is always jammed due to the layout of Box Grove Bypass. The proposed project will significantly increase the traffics especially during rush hours. How do you plan to accommodate the traffic load?

Kind regards,

[REDACTED]

On Thu, Apr 16, 2015 at 1:00 PM, Diczki, Tarita (MTO) <Tarita.Diczki@ontario.ca> wrote:

#9
Hello [REDACTED]

We apologize for the late reply to your comment sent via our project website. Please note that we are hosting two Public Information Centres for this project. The first was held yesterday, April 15, 2015 at the Markham Museum. The second event will be held, today, Thursday, April 16, 2015 at Pickering Recreation Complex from 4pm to 8pm. The address for Pickering Recreation Complex is 1867 Valley Farm Road (Meeting Room B). You are encouraged to attend tonight's event, if possible, as details of the project and the purpose of this first public consultation session will be presented. Representatives from the Ministry of Transportation, and consultants will be present to answer any questions.

Please note that this consultation session is to present initial findings and preliminary conclusions at this "planning stage", in regards to the potential location sites. Public input, detailed field investigations and environmental impacts will be analyzed prior to defining the proposed solutions that will be carried on to the Environmental Assessment Process.

In response to your comment, please note that safety considerations will be included during the development of the environmental assessment and design of the Transitway.

If you are unable to attend the Public Information Centre, please note a copy of the display panels will be available for your download from the project website after the events. Your contact information has been added to our contact list and you will be kept informed of this project's progress.

Thank you for your interest in this project.

Tarita Diczki, C.E.T., EIT

Project Manager



environmental research associates

LGL Limited
 22 Fisher Street, P.O. Box 280
 King City, Ontario CANADA L7B 1A6
 Tel: (905) 833-1244 Fax: (905) 833-1255
 Email: kingcity@lgl.com web: www.lgl.com

June 23, 2015

[REDACTED]
 [REDACTED]

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
 Planning and Preliminary Design Study G.W.P. 13-20003
 City of Markham and City of Pickering**

Thank you for your e-mail dated May 4, 2015. In your e-mail you have provided comments on the above referenced study. Individual responses to each of the comments received from you are documented below:

Your Comment	Response
<p>As a resident of Legacy and a mother of young children I am extremely concerned that this project not only will impact our life style but will also impact the safety of my kids and other children in the neighbourhood.</p> <p>There are many large empty lots in the area that are close to 407 ETR, located further from residential area and closer to commercial area . Please explain the reason you selected the most well established and quite neighbourhood to build the bus terminal.</p>	<p>The lots you are describing to the east of Ninth Line have been zoned by the City of Markham for residential development and are not available to be used for station facilities. The location that is selected as the preferred location has been chosen for several reasons: the lot size will accommodate all of the required station facilities; the site has been protected by the Ministry of Transportation for the purpose of a 407 Transitway station and as such will not need to be purchased; and, there are currently no identified environmental issues precluding the ability to use the site.</p>
<p>You had mentioned in your previous email that kid's safety will not be impacted. My concerns are as follows could you kindly address each?</p> <ul style="list-style-type: none"> • Russell Jarvis Dr, as the name implies, is a very narrow curvy road and this project will significantly impact the traffic. How do you expect to prevent cars from parking on the drive to drop passengers in front of the terminal and prevent rushing drivers looking for alternative parking options from parking on the drive? 	<p>This concern is being investigated. The parking facilities will not be charging a fee so there will be no financial motivation for Transitway users to park on side streets. We will investigate a combination of speed control (speed bumps) and enforcement to develop an acceptable solution for the residents of the Legacy community and the local municipality</p>
<ul style="list-style-type: none"> • Speed limit on Russell Jarvis is 40 km/hr as it's not only a residential street but also is a school zone street. Many kids walk on Russell Jarvis Dr to get to and from the School and YMCA centre. What kind of security measures are considered in your project planning to ensure that pedestrians' safety and speed limit will 	<p>As mentioned above this concern will be investigated and a mutually acceptable solution will be developed.</p>

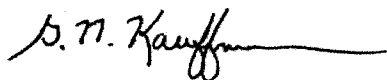
Your Comment	Response
not be violated?	
<ul style="list-style-type: none"> • For houses surrounding the proposed bus terminal location, how would the noise impact be controlled and eliminated? 	<p>Throughout the summer months environmental field investigations will be taking place including a noise study. The noise study will assess potential noise impacts and identify appropriate noise control measures if warranted.</p>
<ul style="list-style-type: none"> • How would the fuel pollution impact on the neighbourhood be eliminated? 	<p>As part of the field studies, air quality will be assessed and a strategy for mitigation will be developed.</p>
<ul style="list-style-type: none"> • Entrance and exit to Legacy community thru the old Ninth line is always jammed due to the layout of Box Grove Bypass. The proposed project will significantly increase the traffic especially during rush hours. How do you plan to accommodate the traffic load? 	<p>A traffic study is currently being performed to assess traffic impacts to the community. A proposed solution will be developed and presented to the community.</p>

In addition to the traffic, air and noise studies mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

From: [REDACTED]
Sent: Thursday, April 16, 2015 7:40 PM
To: skang@lgl.ca
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]

E-mail: [REDACTED]

Question/Request: Is there s website where I can access the boards that were shown at the April 15 PIC at the Markham Museum. I am particularly interested in obtaining those regarding the Markham station for display at our Vinegar Hill Ratepayers Association meeting, representing residents from Hwy 7 south on Markham Rd. to the 407.

Many thanks
Peter Ross

Sowel Kang

From: Sowel Kang <skang@lgl.com>
Sent: Tuesday, April 28, 2015 8:43 AM
To: [REDACTED]
Cc: 'skang@lgl.ca'
Subject: RE: 407 Transitway - Kennedy to Brock - Website Comment/Request

[REDACTED]

Please note that the display boards are available for your download on the project's website.
The following link should take you to the page where PIC #1 Presentation Panels link is available.
<http://www.407transitway.com/kennedyToBrock/consultation.html>

Thanks,
Sowel

Sowel Kang, M.E.S.
Environmental Planner, LGL Limited
22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

-----Original Message-----

From: [REDACTED]
Sent: Monday, April 27, 2015 7:17 PM
To: skang@lgl.ca
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

From: [REDACTED]
E-mail: [REDACTED]

Question/Request: I write again to inquire whether you can direct me to or send me a copy of the display boards regarding the proposed station at Markham Road South that were displayed at the April 15 PIC at the Markham Museum.

The purpose of this is to advise the members of the Vinegar Hill Ratepayers Association which extends on Main St South from Hwy 7 to the 407.

Many thanks
[REDACTED]

Sowel Kang

From: [REDACTED]
Sent: Tuesday, April 21, 2015 8:09 AM
To: skang@lgl.ca
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
E-mail: [REDACTED]

Question/Request: Putting a transit hub in the middle of a quiet residential neighborhood vs. a commercial area across the street is counter intuitive. The proposed use of the old ninth line road to access the station will worsen an already bad traffic problem in the rouge bank - box grobe by-pass area. Furthermore, overflow parking will become problematic for the residents with commuters parking on streets when the parking lot is full. There is ample overflow parking already available in the commercial area. Plus, the retail shops may see an increase in shoppers given the convenience of stepping off the train/bus and getting groceries on the way to their car. Please consider the residents of the Legacy neighborhood when making the decision to disrupt their quiet streets and make it even more difficult for us to leave our neighborhood to run our own errands. I don't need stand that we also need to consider the environment when making these decisions. Instead of using such a large footprint of land for parking, please consider the alternative or perhaps a multi-level parking garage. Similar to the GO Centennial Station. I am sure there are many more options that I have not thought of, granted all come at varying costs. At the end of the day it comes down to priorities of the neighborhood and environment to satisfy the needs of public transit in an expanding and growing GTA.

June 23, 2015

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your message received via the Study's website on April 21, 2015. In your message you have provided comments on the above referenced study. Individual responses to each of the comments received from you are documented below:

Your Comment	Response
<p>Putting a transit hub in the middle of a quiet residential neighborhood vs. a commercial area across the street is counter intuitive. The proposed use of the Old Ninth Line Road to access the station will worsen an already bad traffic problem in the Rouge Bank - Box Grove by-pass area.</p>	<p>We appreciate your concern regarding adding traffic to the collector road (Rouge Bank). A traffic study is being conducted to assess road capacity and vehicular/pedestrian access alternatives.</p>
<p>Furthermore, overflow parking will become problematic for the residents with commuters parking on streets when the parking lot is full. There is ample overflow parking already available in the commercial area. Plus, the retail shops may see an increase in shoppers given the convenience of stepping off the train/bus and getting groceries on the way to their car.</p>	<p>Overflow parking on the local streets is a concern that is being investigated. The parking facilities will not be charging a fee so there will be no financial motivation for Transitway users to park on side streets. We will however, investigate a combination of speed control (speed bumps) and enforcement to develop an acceptable solution for the residents of the Legacy community.</p>
<p>Please consider the residents of the Legacy neighborhood when making the decision to disrupt their quiet streets and make it even more difficult for us to leave our neighborhood to run our own errands. I don't understand that we also need to consider the environment when making these decisions. Instead of using such a large footprint of land for parking, please consider the alternative or perhaps a multi-level parking garage. Similar to the GO Centennial Station. I am sure there are many more options that I have not thought of, granted all come at varying costs. At the end of the day it comes down to priorities of the neighborhood and environment to satisfy the needs of public transit in an expanding and growing GTA.</p>	<p>Structured parking has excessive cost implications. If land for surface parking is available, the MTO will not consider structured parking; nonetheless, the number of vehicles and consequent traffic issues will not be less with a structured parking lot.</p>

In addition to the traffic study mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink, appearing to read "G. N. Kauffman", with a long horizontal flourish extending to the right.

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

From: Diczki, Tarita (MTO) [mailto:Tarita.Diczki@ontario.ca]

Sent: Tuesday, April 21, 2015 9:38 AM

To: [REDACTED]

Cc: Khaled El Dalati; Amy Munn (Amy.Munn@parsons.com); Gus Garron (Gus.Garron@parsons.com); DeRose, Graham (MTO); Sarris, Larry (MTO)

Subject: RE: 407 Transitway PIC

Hello [REDACTED]

Thank you for your email. Your property is situated outside of the project study area and is not expected to be impacted by the proposed Bus Rapid Transit/Light Rail Transit facility (407 Transitway). We have added your name to our contact list and you will be kept apprised about the project as it moves forward.

Thank you for your interest.

Sincerely,

Tarita Diczki, C.E.T., EIT

Project Manager

Route Planning & Transit Initiatives

Ministry of Transportation, Central Region

4th Floor, Building "D"

1201 Wilson Avenue

Downsview, ON M3M 1J8

Tel: 416.235.5191

Fax: 416.235.3576

Email: tarita.diczki@ontario.ca

From: [REDACTED]

Sent: April-19-15 5:34 PM

To: Diczki, Tarita (MTO); khaled.eldalati@parsons.com

Subject: 407 Transitway PIC

Hi,

I'm a resident of the Whitevale community in north Pickering and I've recently received your notice about the 407 Transitway study. I can't attend the PICs, but could you please add me to your contact list? I'm wondering if our home will be affected by the proposed BRT/LRT and I'd like to be apprised of updates by email or mail if possible.

[REDACTED]

Sowel Kang

From: [REDACTED]
Sent: Wednesday, April 22, 2015 6:52 PM
To: skang@lgl.ca
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
E-mail: [REDACTED]

Question/Request: I am a resident of Legacy at 9th line and the 407. One of my concerns is traffic congestion. During rush hours the traffic is backed up on Rougebank drive. Cannot imagine traffic joining in from the north of old ninth line and the all the pollution that will happen as idling cars wait to get out. Another concern is noise from buses, traffic and parking lot. Third is the light pollution that will leak over into our houses and into the rouge valley, disturbing night cycles of animals and humans. Four concern the walk ways that will only lead into our neighbourhood. More people will look for new parking spots on our streets. We don't have sidewalks so having more cars parked on the road adds to the danger to our children & others walking.



environmental research associates

LGL Limited

22 Fisher Street, P.O. Box 280
King City, Ontario CANADA L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

June 23, 2015

[Redacted name]

Dear [Redacted name]

Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering

Thank you for your message received via the Study's website on April 22, 2015. In your message you have provided comments on the above referenced study. Individual responses to each of the comments received from you are documented below:

Table with 2 columns: Your Comment, Response. Contains three rows of comments and responses regarding traffic, noise, and parking concerns.

In addition to the traffic study mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the

municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in cursive script, appearing to read "G. N. Kauffman", followed by a horizontal line extending to the right.

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

To: Grant Kauffman
Subject: RE: 407 Transitway and Legacy Neighbourhood

From: [REDACTED]
Sent: Tuesday, May 05, 2015 10:17 PM
To: tarita.diczki@ontario.ca; larry.sarris@ontario.ca; k.eldalati@parsons.com; gkauffman@lgl.com
Cc: [REDACTED]
Subject: 407 Transitway and Legacy Neighbourhood

(With attachment this time. Sorry!)

Good evening!

In lieu of paper mail, we are attaching a letter from the Legacy Community Ratepayers Association Co-Chairs, regarding your solicitation for feedback on the recent 407 Transitway presentation.

We look forward to meeting with you to discuss this further. Thank you!

[REDACTED]
[REDACTED]
[REDACTED]

Web: www.legacynet.ca

Email: [REDACTED]



May 5, 2015

Markham, Ontario

To: Tarita Diczki, MTO Project Manager, Route Planning & Transit Initiatives
Ministry of Transportation, Central Region tarita.diczki@ontario.ca

Larry Sarris, MTO Environmental Planner, Ministry of Transportation, Central Region
Planning and Environmental Office larry.sarris@ontario.ca

Khaled El-Dalati, P.Eng., Consultant Project Manager, Parsons, k.eldalati@parsons.com

Grant N. Kauffman, M.E.S., Consultant Environmental Planner, LGL Limited, gkauffman@lgl.com

Re: 407 Transitway, Kennedy to Brock Road, Proposed Ninth Line Station

cc: Frank Scarpitti, Mayor, City of Markham
Jack Heath, Deputy Mayor, City of Markham
Logan Kanapathi, Councillor Ward 7, City of Markham
LCRA Executive Committee

Dear Sirs and Madam

We are writing on behalf of the Legacy Community Ratepayers' Association, which supports the Legacy community, located on the east side of Markham, Ontario. Our neighbourhood sits between Old Ninth Line and the Rouge River, just to the south of the 407 ETR and north of 14th Avenue. We are writing to you today to provide some initial feedback on the Ninth Line Station - Site Alternatives slide of the presentation made available on the 407 Transitway website. As indicated on the maps, Legacy is the residential neighbourhood directly adjacent to the preferred alternative for the Ninth Line Station.

We would like to thank you for the presentation you made earlier in April, and for the detailed slides posted to the 407 Transitway website. The slides in particular are very helpful in understanding the details behind the proposed transit stops. Having reviewed the slides and solicited some preliminary feedback from our membership and residents, we have some initial concerns to share regarding the "preferred" option, using the land directly north of Legacy to serve as the Ninth Line Station. We hope that this represents the beginning of a productive dialogue. We welcome the incorporation of better public transportation in the area, but want to ensure that our community setting is preserved as the process moves forward.

Our primary concern is with the proposed access point to the Ninth Line transit station and parking lot. Legacy already struggles with traffic infiltration, with traffic using Legacy Drive and Rouge Bank as a means for "cutting through" when traveling between 14th Avenue and Ninth Line. Apart from more traffic, we find that infiltrators have a very difficult time with the 40 km/hour speed limit in Legacy, which creates safety concerns in our child-infused, residential neighbourhood.

As we look at the broader plan, the Ninth Line station appears to host one of the bigger parking lots compared to nearby stations, where the sole proposed access point is directly adjacent to Legacy at Old Ninth Line and Rouge Bank Drive. Looking into the future, we cannot help but envision that drivers in a hurry to leave the transit station looking to head west on 14th will follow the path of least resistance and zip right through Legacy to get there. This is a major concern.

LEGACY

A key concept of the Box Grove Bypass was to take traffic away from existing neighbourhoods and the Hamlet of Box Grove, to lands that were yet to be developed. Accordingly, future residential development was constructed to accommodate the busy thoroughfare. The proposed access point to the Ninth Line Station parking lot works directly against this concept – traffic is directed into the heart of the existing residential area.

We are also gravely concerned about the safety of Legacy residents, particularly our children. First, Legacy Public School is situated a short block to the west of the proposed access point to the transit station. Every day people walk to school from all over Legacy, and down the hill from the Box Grove neighbourhood. Second, a large (10 hectare) public park breaks ground next year just a short block to the east of the proposed access point (just above Pagnello Court). The park is going to be a major attraction for Legacy residents, increasing the pedestrian “draw” right through the transit hub intersection. Third, this intersection is one of only three ways for pedestrians to walk into or out of the Legacy neighbourhood, with this route in particular being heavy with pedestrian traffic since it leads to the busy, popular plaza and medical centre on the other side of Boxgrove Bypass.

Add that all up and then insert a busy parking lot, where people rush in each morning to catch the train or bus, and rush out again in the afternoon to beat the traffic out of the lot. Many of us use the area GO stations every morning and evening, and can say through first-hand observation that pedestrian safety is the LAST thing on the minds of commuters trying to get in to or out of the transit parking lot.

Further to this, the north end of Wood Thrush Drive is already very close in distance to the Box Grove Bypass. Introducing an entry point that splits this distance will carry traffic right past the existing residential street, which also has a fair bit of pedestrian traffic.

We strongly encourage you to consider alternative access points to the parking lot that keeps traffic away from the existing residential area, particularly the Legacy neighbourhood. The obvious solution to us is to look at ways to allow traffic to flow directly from the parking lot to the Box Grove Bypass.

Additionally, we took note of the possibility in the plan to provide direct pedestrian access from the transit parking lot to the Legacy neighbourhood. While there is certainly an upside to this for Legacy residents seeking direct access to the station, we are also highly skeptical. Providing access would present the possibility of further infiltration, particularly those seeking to park on our local streets as opposed to using the lot. We do not want Legacy to host “overflow parking” for what could be a busy transit hub, and a sidewalk into the station seems to promote this.

Ultimately, what we seek with this letter is an opportunity to engage with you early in the planning process, to ensure that the concerns of Legacy are addressed as future transit plans begin to take root. We look forward to productive dialogue in the future, and welcome the chance to sit down in person to discuss this further.

Sincerely,

[REDACTED]

Sowel Kang

To: Grant Kauffman
Subject: RE: 407 Transitway and Legacy Neighbourhood

From: Heath, Jack [<mailto:jheath@markham.ca>]
Sent: Wednesday, May 06, 2015 3:43 PM
To: [REDACTED]; tarita.diczki@ontario.ca; larry.sarris@ontario.ca; k.eldalati@parsons.com; gkauffman@lgl.com
Cc: Scarpitti, Frank; Kanapathi, Logan; executive@legacynet.ca
Subject: RE: 407 Transitway and Legacy Neighbourhood

Good letter; although I haven't seen the proposal, I concur with concerns about any increased traffic into the community of Legacy or overflow parking on residential streets.

Of course the possibility of overflow parking would quickly be countered by the City of Markham with tough parking regulations, such as 1 hour parking only during weekday daytime hours, or no parking without a permit, or whatever. If the walkway was there to encourage Legacy residents to walk to the Transitway services, that would be a good thing but, if a walkway was built, the parking restrictions on residential streets would have to be considered as well and the residents consulted.

Jack Heath

Deputy Mayor of Markham & York Region Councillor
905-415-7506 Cell 416-464-5517

From: K [REDACTED]
Sent: Tuesday, May 05, 2015 10:17 PM
To: tarita.diczki@ontario.ca; larry.sarris@ontario.ca; k.eldalati@parsons.com; gkauffman@lgl.com
Cc: Scarpitti, Frank; Heath, Jack; Kanapathi, Logan; executive@legacynet.ca
Subject: 407 Transitway and Legacy Neighbourhood

(With attachment this time. Sorry!)

Good evening!

In lieu of paper mail, we are attaching a letter from the Legacy Community Ratepayers Association Co-Chairs, regarding your solicitation for feedback on the recent 407 Transitway presentation.

We look forward to meeting with you to discuss this further. Thank you!

[REDACTED]
[REDACTED]
[REDACTED]
Web: www.legacynet.ca
[REDACTED]

June 23, 2015

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you very much for your descriptive letter received via e-mail on May 5, 2015, in which you express several concerns with the station being proposed at Ninth Line based on the information presented at PIC #1. Individual responses to each of the comments received from you are documented below:

Your Comment	Response
<p>We are writing on behalf of the Legacy Community Ratepayers' Association, which supports the Legacy community, located on the east side of Markham, Ontario. Our neighbourhood sits between Old Ninth Line and the Rouge River, just to the south of the 407 ETR and north of 14th Avenue. We are writing to you today to provide some initial feedback on the Ninth Line Station - Site Alternatives slide of the presentation made available on the 407 Transitway website. As indicated on the maps, Legacy is the residential neighbourhood directly adjacent to the preferred alternative for the Ninth Line Station. We would like to thank you for the presentation you made earlier in April, and for the detailed slides posted to the 407 Transitway website. The slides in particular are very helpful in understanding the details behind the proposed transit stops. Having reviewed the slides and solicited some preliminary feedback from our membership and residents, we have some initial concerns to share regarding the "preferred" option, using the land directly north of Legacy to serve as the Ninth Line Station. We hope that this represents the beginning of a productive dialogue. We welcome the incorporation of better public transportation in the area, but want to ensure that our community setting is preserved as the process moves forward.</p>	<p>Please note that the main purpose of the consultation session was to introduce the project and present preliminary findings and conclusions of the "planning stage" of the project, in regards to alignment alternatives, potential station location sites and initial recommended sites. Public input, detailed field investigations, traffic studies and environmental impacts/mitigation assessment will be analyzed prior to defining the proposed solutions that will be carried forward into the formal Transit Project Assessment process.</p>

Your Comment	Response
<p>Our primary concern is with the proposed access point to the Ninth Line transit station and parking lot. Legacy already struggles with traffic infiltration, with traffic using Legacy Drive and Rouge Bank as a means for “cutting through” when traveling between 14th Avenue and Ninth Line. Apart from more traffic, we find that infiltrators have a very difficult time with the 40 km/hour speed limit in Legacy, which creates safety concerns in our child-infused, residential neighbourhood.</p>	<p>Your concern regarding adding traffic to the collector road (Rouge Bank) is understood. A traffic study is being conducted to assess road capacity and vehicular/pedestrian access alternatives to the site.</p>
<p>As we look at the broader plan, the Ninth Line station appears to host one of the bigger parking lots compared to nearby stations, where the sole proposed access point is directly adjacent to Legacy at Old Ninth Line and Rouge Bank Drive. Looking into the future, we cannot help but envision that drivers in a hurry to leave the transit station looking to head west on 14th will follow the path of least resistance and zip right through Legacy to get there. This is a major concern. A key concept of the Box Grove Bypass was to take traffic away from existing neighbourhoods and the Hamlet of Box Grove, to lands that were yet to be developed. Accordingly, future residential development was constructed to accommodate the busy thoroughfare. The proposed access point to the Ninth Line Station parking lot works directly against this concept – traffic is directed into the heart of the existing residential area. We are also gravely concerned about the safety of Legacy residents, particularly our children. First, Legacy Public School is situated a short block to the west of the proposed access point to the transit station. Every day people walk to school from all over Legacy, and down the hill from the Box Grove neighbourhood. Second, a large (10 hectare) public park breaks ground next year just a short block to the east of the proposed access point (just above Pagnello Court). The park is going to be a major attraction for Legacy residents, increasing the pedestrian “draw” right through the transit hub intersection. Third, this intersection is one of only three ways for pedestrians to walk into or out of the Legacy neighbourhood, with this route in particular being heavy with pedestrian traffic since it leads to the busy, popular plaza and medical centre on the other side of Boxgrove Bypass. Add that all up and then insert a busy parking lot, where people rush in each morning to catch the train or bus, and rush out again in the afternoon to beat the traffic out of the lot. Many of us use the area GO stations every morning and evening, and can say through first-hand observation that pedestrian</p>	<p>Safety issues concerning proximity of the school will also be assessed as part of the traffic study. It is important to note that the vehicular access options to the station site will not include the local streets of the subdivision.</p>

Your Comment	Response
safety is the LAST thing on the minds of commuters trying to get in to or out of the transit parking lot.	

In addition to the traffic study mentioned above, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

From: [REDACTED]
Sent: Tuesday, May 12, 2015 12:27 PM
To: Sowel Kang
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
E-mail: [REDACTED]

Question/Request: While I am a proponent of public transit I would be concerned if access to our local transit station were to in any way add to the current traffic in and around our neighbourhood. We already have a high degree of traffic on 14th Avenue and 9th Line, not to mention people cutting through the Legacy neighbourhood at high speeds with a great disregard for traffic signs and children. I would like to see the entrance/exit to the station at 9th line occur on the bypass, wider portion of the road, rather than the small remaining stub of old 9th Line North of 14th.



environmental research associates

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June 23, 2015

[REDACTED]

[REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your message received via the Study's website on May 12, 2015. In your message you have expressed concerns regarding traffic and associated safety concerns in relation to the proposed Ninth Line Station.

Your concern with respect to traffic and safety within the community is being investigated. A traffic study is being conducted to assess road capacity and vehicular/pedestrian access alternatives to the site. The parking facilities will not be charging a fee so there will be no financial motivation for Transitway users to park on side streets. We will investigate a combination of speed control (speed bumps) and enforcement to develop an acceptable solution for the residents of the Legacy community. Proposed solutions will be developed and presented to the community.

In addition to the traffic study, the Study Team is currently undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink, appearing to read 'G. N. Kauffman', with a long horizontal flourish extending to the right.

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

Subject: RE: Comments on the 407 Transitway

From: Andrew Ghoshill (mailto:andrew.ghoshill@lgl.com)

Sent: May-15-15 4:22 PM

To: Diczki, Tarita (MTO); Sarris, Larry (MTO); khaled.eldalati@parsons.com; gkauffman@lgl.com

Subject: Comments on the 407 Transitway

To All

I attended the April 15, 2015 PIC#1 at the Markham Museum and saw the displays and had the following attached comments/questions about the project so far.

Thanks

[REDACTED]

 Please consider the environment before printing this email.

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Comments on 407 Transitway – Kennedy Road to Brock Road

May 15, 2015

1. **Design Charette:** Has there been a design charette with Markham, Durham, VIVA and Go to figure how all the roads and rail lines are going to integrate together in addition to the traffic lights?
2. **Railroad Bed Design:** I know that the plan was to have buses run first and then convert it to LRT lines, but in order to minimize future construction disruption I think that the railroad bed should be installed and then paved over for the buses; then when it comes time to do the LRT the asphalt can be removed and the rail lines installed.
3. **Retrofit from Bus to LRT:** The design should be planned out ahead of time and different logistical scenarios run in order to minimize the expense and time required to convert the transitway from a bus line to a rail line.
4. **Electric Lines/Trains:** What planning has been done to allow for the future operation of electric buses or more especially electric rail lines?
5. **Parallel Bike Trail:** I see that there will be bicycle parking at the stations, has any thought been given to creating a bike trail parallel to the transitway, this could serve as a major biking backbone across the top of the city?
6. **Parallel Walking Trail:** Similar thought for walking, but this may be making things too wide; however consideration should be made to tying some locations into park systems and local hiking trails, so that people could use the transitway to access them.
7. **Resilience in Case of Failure:** What planning has there been in terms of failure of the rail line, temporary failure of a train, a major accident or the failure of a bridge? Once the rail lines have been installed will you still have bus infrastructure in place so that buses can be used on a temporary basis?
8. **Area Emergency Evacuation:** How can both the transitway and the 407 ETR be quickly converted into no charge emergency evacuation routes so that if there was a natural disaster or railroad chemical spill/fire that required immediate area evacuation, they could be used?
9. **Station Platforms:** Are these platforms going to be designed so that they can service both rail lines and buses and that there will be handicapped access in both situations?
10. **Integration with other Bus/Rail Lines:** Is there going to be physical links with other transit buses in the stations?
11. **Integrated Pass System:** Is there going to be an integrated fare or at least a pass system with the other methods of transit, Go and Viva etc?
12. **Control Centre:** Is there going to be a control center for the transitway monitoring the progress of the buses/LTR and the situation at the stations so that the passengers can be informed when the next bus/LTR is expected to arrive and maintenance can be dispatched if there are any problems?
13. **Parking/Bike Racks:** Would like to see more details about this in the next Public Information Centre event.

14. **Animal Bypass:** All the 27 river crossings should be designed to minimize the impact to animals using the river valleys as their north-south transit ways.
15. **Native North American Plants:** All plants and trees that are planted along the transitway should be native North American plants; the North American Native Plant Society (www.nanps.org) may be able to recommend some people who can provide advice.
16. **Solar Panels on Station Roofs:** There should be solar panels on that station roofs and possibly a car canopies in the parking lot, the electric power could be used to provide snow/ice melting on the station platforms when needed and then be fed back into the grid the rest of the time.

[REDACTED]

Email: [REDACTED]



environmental research associates

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June 23, 2015

[Redacted]

Dear [Redacted]

Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering

Thank you for your message received via the Study's website on May 15, 2015. In your message you have provided comments on the above referenced study. Individual responses to each of the comments received from you are documented below:

Table with 2 columns: Your Comment and Response. Contains 5 rows of comments and responses regarding transitway design, railroad bed, retrofit, electric lines, and bike trail.

Your Comment	Response
<p>6. Parallel Walking Trail: Similar thought for walking, but this may be making things too wide; however consideration should be made to tying some locations into park systems and local hiking trails, so that people could use the transitway to access them.</p>	<p>Please refer to response to question No 5.</p>
<p>7. Resilience in Case of Failure: What planning has there been in terms of failure of the rail line, temporary failure of a train, a major accident or the failure of a bridge? Once the rail lines have been installed will you still have bus infrastructure in place so that buses can be used on a temporary basis?</p>	<p>There will be access points along the Transitway as a requirement of the design for emergency vehicle access. The preliminary design of the Transitway for LRT operation, will include failure management considerations. The type of track bed (either embedded track or tie in ballast) will be assessed and designed when and if the Transitway is converted to rail service. Embedded track also allows for vehicular operation but the cost difference with tie in ballast track is huge. Note that in emergency cases, when and if LRT operates on the runningway, buses can always serve using Highway 407.</p>
<p>8. Area Emergency Evacuation: How can both the transitway and the 407 ETR be quickly converted into no charge emergency evacuation routes so that if there was a natural disaster or railway chemical spill/fire that required immediate area evacuation, they could be used?</p>	<p>Your question is not being assessed as part of this project. This consideration is typically beyond the scope of the Transit Project Assessment Process.</p>
<p>9. Station Platforms: Are these platforms going to be designed so that they can service both rail lines and buses and that there will be handicapped access in both situations?</p>	<p>Yes. The platforms are being designed to satisfy both sets of design criteria</p>
<p>10. Integration with other Bus/Rail Lines: Is there going to be physical links with other transit buses in the stations?</p>	<p>Yes. There will be physical links with other transit buses at the stations.</p>
<p>11. Integrated Pass System: Is there going to be an integrated fare or at least a pass system with the other methods of transit, GO and Viva etc?</p>	<p>Yes. The plan is to implement an integrated fare system.</p>
<p>12. Control Centre: Is there going to be a control center for the transitway monitoring the progress of the buses/LTR and the situation at the stations so that the passengers can be informed when the next bus/LTR is expected to arrive and maintenance can be dispatched if there are any problems?</p>	<p>Yes. The main control center for the Transitway will be located at the central yard at Jane Street.</p>
<p>13. Parking/Bike Racks: Would like to see more details about this in the next Public Information Centre event.</p>	<p>This information will be presented at PIC #2.</p>
<p>14. Animal Bypass: All the 27 river crossings should be designed to minimize the impact to animals using the river valleys as their north-south transit ways.</p>	<p>The project team is working with TRCA and Parks Canada to minimize the impact of the transitway on wildlife migration routes. Watercourse crossings will have very similar characteristics to the 407 ETR watercourse crossings.</p>


Your Comment	Response
<p>15. Native North American Plants: All plants and trees that are planted along the transitway should be native North American plants; the North American Native Plant Society (www.nanps.org) may be able to recommend some people who can provide advice.</p>	<p>Thank you for your suggestion. Native plants will be incorporated into landscaping, where appropriate.</p>
<p>16. Solar Panels on Station Roofs: There should be solar panels on that station roofs and possibly car canopies in the parking lot, the electric power could be used to provide snow/ice melting on the station platforms when needed and then be fed back into the grid the rest of the time.</p>	<p>Thank you for your suggestion. The feasibility of implementing these measures will be considered by our Station Architect.</p>

Please note that the Study Team is currently undertaking field investigations to assess environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

Sowel Kang

From: [REDACTED]
Sent: Thursday, May 14, 2015 8:31 AM
To: Sowel Kang
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

Follow Up Flag: Follow up
Flag Status: Completed

From: [REDACTED]
E-mail: d[REDACTED]

Question/Request: Specific to the ninth line stop, I live in the legacy community, very close to where the proposed stop. I'm in favor of this only if it's done with the residents in mind. To that I mean I would like to include sound and visual barricades that match the legacy community, installing speed bumps along russell jarvis to reduce high speed driving, mitigate the already congested traffic along 14th avenue and of course enforce overnight parking restrictions.

June 23, 2015

[REDACTED]
[REDACTED]
Dear M [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your message received via the Study's website on May 14, 2015. In your message you have commented on the need for sound and visual barricades that will match with Legacy community's aesthetics, installation of speed bumps along Russell Jarvis Dr. to reduce high speed traffic, mitigation to the existing traffic congestion along 14th Avenue, and overnight parking enforcement in the community.

Please note that a noise study will be conducted to determine potential noise effects and identify mitigation measures, where warranted. A traffic study will be conducted to assess potential impacts to the community and appropriate traffic control measures. A combination of speed control (speed bumps) and enforcement to develop an acceptable solution for the residents of the Legacy community will be investigated.

In addition to the traffic and noise study, the Study Team will be undertaking field investigations to assess other environmental effects within the study area. These studies will be carried out through the summer and will assist our team to confirm or revise the initial findings and to analyze the transportation, social and natural environmental effects that may be caused by the construction and operation of the Transitway facilities. The results and conclusions of the studies will be presented to the public at the second PIC or at an earlier meeting with the local residents' association.

Please note that this project will only evaluate the potential impacts and prescribe mitigation measures associated with the proposed 407 Transitway facilities. We encourage local residents to approach the municipality if there are concerns with traffic, noise or other environmental existing and future conditions not related to the 407 Transitway.

Yours sincerely,

LGL Limited
environmental research associates



Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Larry Sarris, MTO Environmental Planner
Khaled El-Dalati, Parsons

407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD

PUBLIC INFORMATION CENTRE #2



June 22, 2016
4:00 p.m. to 8:00 p.m.

Claremont Community Centre- Lions Room
4942 Old Brock Road, Claremont

June 23, 2016
4:00 p.m. to 8:00 p.m.

Markham Museum - Main Building
9350 Markham Road, Markham

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by July 25, 2016.

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
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E-mail: gkauffman@lgl.com

too much traffic.
Need green space

COMMENTS:

- seize the 407 back
- 'free' up less land for development.
- build as soon as possible. This is a toll-saving investment
- advertise to customers currently using 407 GO/YRT buses
- run a neighboring bike trail / jogging trail

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____

E-mail: _____



LGL Limited
environmental research associates
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December 20, 2016

[REDACTED]

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre #2 (PIC #2) for the above referenced study that took place at the Markham Museum on June 23, 2016. We apologize for the delay in responding to your comments supplied at PIC#2.

On your comment form you have expressed the preference for more green space, and to release less lands for development. You have noted your desire for the transitway to be constructed as soon as possible as it will be an economic option for users of the corridor, and to advertise to current GO Bus customers. We have also noted your suggestion for a neighbourhood bike trail/jogging trail.

The usage of the lands not being impacted by the Transitway facility will be determined following the conclusion of the Environmental Assessment and falls outside the scope of the current project. The timing for construction of the Transitway depends on funding and demand. Please note that implementation of neighbourhood bike/jogging trails falls under the jurisdiction of the City of Markham.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink, appearing to read 'G. N. Kauffman'.

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Sarah Merriam, MTO Senior Environmental Planner
Khaled El-Dalati, Parsons

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

407 TRANSITWAY – KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE #2



June 22, 2016
4:00 p.m. to 8:00 p.m.
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Markham Museum – Main Building
9350 Markham Road, Markham

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by July 25, 2016.

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Avenue, 4th Floor
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Khaled El-Dalati, P.Eng.
Consultant Project Manager
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Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS:

I believe the earth berm on 9th line is very important. I live right across from where it is. It will mean I don't have to stare into the station or hear the noise. I also think the "optional" right-in right-out access is important to reduce traffic on our main road - Yonge Street. It is also very important to build Donald Cousin station to reduce congestion on ninth line.

Thank you for your participation. Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code: _____ Telephone: _____
E-mail: _____



LGL Limited
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Email: kingcity@lgl.com web: www.lgl.com

December 20, 2016

[REDACTED]

Dear [REDACTED]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre #2 (PIC #2) for the above referenced study that took place at the Markham Museum on June 23, 2016. We apologize for the delay in responding to your comments supplied at PIC#2.

On your comment form you indicated the importance of the existing earth berm in the Ninth Line Station area. You indicated that you live in the vicinity of berm in the Ninth Line Station area and it will minimize noise and direct view of the station. You have noted that the option of right-in and right-out access at Box Grove By-pass is important to reduce traffic on Rouge Bank Drive. You have also noted that Donald Cousens Station will reduce congestion on Ninth Line.

The preliminary design of the transitway runningway will maintain most of the existing berm. Additionally, a noise barrier will be constructed on top of the berm to compensate any loss of noise mitigation due to the removal of part of the berm. Further noise analysis will be conducted during subsequent stages of the 407 Transitway project. Thank you for your comments on the right-in right-out access at Box Grove By-pass, and the implementation of Donald Cousens Station, both measures are important to minimize disturbance to the Ninth Line community.

Yours sincerely,

LGL Limited
environmental research associates

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Sarah Merriam, MTO Senior Environmental Planner
Khaled El-Dalati, Parsons

Established in 1971

407 TRANSITWAY – KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE #2



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Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS:

private

Please send me a copy of the future lands to be required at 407 and Donald Cousens.

I am looking specifically for the Walmart shopping centre located west of Donald Cousens.

Thank you for your participation.
Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code: _____ Telephone: _____
E-mail: _____



LGL Limited
 environmental research associates
 22 Fisher Street, P.O. Box 280
 King City, Ontario Canada L7B 1A6
 Tel: (905) 833-1244 Fax: (905) 833-1255
 Email: kingcity@lgl.com web: www.lgl.com

December 20, 2016

[Redacted]
 [Redacted]
 [Redacted]
 [Redacted]
 [Redacted]
 Email: [Redacted]

Dear [Redacted]

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
 Planning and Preliminary Design Study G.W.P. 13-20003
 City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre #2 (PIC #2) for the above referenced study that took place at the Markham Museum on June 23, 2016. We apologize for the delay in responding to your comments supplied at PIC#2.

At PIC #2, we had discussed the potential impacts to your property on either side of Donald Cousens Parkway (DCP). Since PIC #2, the design of the runningway cross section has been adjusted to avoid encroachment into parcel 030653680 located west of DCP. Impact to parcel 030653681 located east of DCP caused by the access road to Donald Cousens Station is illustrated on the enclosed drawing.

Yours sincerely,

LGL Limited
 environmental research associates

Grant N. Kauffman, M.E.S.
 Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
 Sarah Merriam, MTO Senior Environmental Planner
 Khaled El-Dalati, Parsons

**Not included
 in this
 report to
 respect
 privacy**

Established in 1971

407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE #2



June 22, 2016
4:00 p.m. to 8:00 p.m.

Claremont Community Centre- Lions Room
4942 Old Brock Road, Claremont

June 23, 2016
4:00 p.m. to 8:00 p.m.

Markham Museum - Main Building
9350 Markham Road, Markham

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by July 25, 2016.

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Avenue, 4th Floor
Toronto, Ontario, M3M 0B7
Tel: 416-235-5255
Fax: 416-235-3578
E-mail: graham.derose@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@parsons.com

Larry Sarris
MTO Environmental Planner
Ministry of Transportation, Central Region
Environmental Section
159 Sir William Hearst Avenue, 3rd Floor
Toronto, Ontario, M3M 0B7
Tel: 416-235-6701
Fax: 416-235-3446
E-mail: larry.sarris@ontario.ca

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS:

Thank you for taking into consideration the needs of the Legacy Community at the 9th Line Station - We appreciate it.

1) It is imperative that the optional right in right out access to off the Box Grove By Pass.

2) Thanks for putting in the Donald Cameron Parkway Station in the plan. It will change the traffic scenario.

3) Please consider the ^{BURMS} ~~bus~~ for the community and install them and not make it optional.

4) Still have an issue with Bicycle Access from Pine Rose Path as
Thank you for your participation. it may encourage people to park just south of the station
Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED]

Telephone: [REDACTED]

E-mail: [REDACTED]

407 TRANSITWAY – KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE #2



June 22, 2016
4:00 p.m. to 8:00 p.m.
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Ministry of Transportation, Central Region
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Tel: 416-235-5255
Fax: 416-235-3578
E-mail: graham.derose@ontario.ca

Khaled El-Dalati, P.Eng.
Consultant Project Manager
Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@parsons.com

Larry Sarris
MTO Environmental Planner
Ministry of Transportation, Central Region
Environmental Section
159 Sir William Hearst Avenue, 3rd Floor
Toronto, Ontario, M3M 0B7
Tel: 416-235-6701
Fax: 416-235-3446
E-mail: larry.sarris@ontario.ca

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS: NOISE STUDY – (407 & KENNEDY)

We are residents of the Unionville community.
This public session was useful but ~~I was not~~ at
I would like to learn more about the noise barriers
and noise study conducted by the panel. I live
at the intersection of 407 & Kennedy. My property
is beside the ~~constructed~~ proposed site.
The 407 traffic generates enough noise when windows
are left open, mostly during the non-snow seasons.
Hence, noise is our major concern.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

PLEASE PRINT CLEARLY

Name: [REDACTED]
Address: [REDACTED]
Postal Code: [REDACTED] Telephone: [REDACTED]
E-mail: [REDACTED]



LGL Limited
 environmental research associates
 22 Fisher Street, P.O. Box 280
 King City, Ontario Canada L7B 1A6
 Tel: (905) 833-1244 Fax: (905) 833-1255
 Email: kingcity@lgl.com web: www.lgl.com

December 20, 2016

[Redacted]
 [Redacted]
 [Redacted]
 [Redacted]
 Email: [Redacted]

Dear [Redacted]:

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
 Planning and Preliminary Design Study G.W.P. 13-20003
 City of Markham and City of Pickering**

Thank you for your comments on the material presented at the Public Information Centre #2 (PIC #2) for the above referenced study that took place at the Markham Museum on June 23, 2016. We apologize for the delay in responding to your comments supplied at PIC#2.

On your comment form, you inquired about the findings of the noise study that was conducted as part of the environmental assessment. You indicated that you live near the intersection of Highway 407 and Kennedy Road, and consequently near the proposed 407 Transitway.

The noise study for this project was conducted based on the Ministry of Transportation's (MTO) requirements in the *Environmental Guide for Noise* and the *Environmental Reference for Highway Design*. The study modelling to project the future conditions of the corridor including the Highway 407 and the 407 Transitway in order to assess noise impacts. Under MTO Noise Assessment Criteria, if the change in noise levels above ambient is less than 5 dBA and if the projected noise levels with the proposed Transitway are less than 65 dBA, no mitigation effort is required. The noise study indicated that the projected sound levels with the 407 transitway implementation will remain under 65 dBA for operations either as a busway or as light rapid transit, and the incremental change is expected to be less than the MTO criteria of 5 dBA. In conclusion, following MTO's criteria, mitigation measures are not required in the Highway 407 and Kennedy Road area.

Please note that at this point, the construction of the 407 Transitway is uncertain. When the decision to construct the 407 Transitway project is determined, the project will go through a Detail Design phase in which a noise assessment will be updated to review impacts at that time.

Yours sincerely,

LGL Limited
 environmental research associates

Grant N. Kauffman, M.E.S.
 Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
 Sarah Merriam, MTO Senior Environmental Planner
 Khaled El-Dalati, Parsons

407 TRANSITWAY – KENNEDY ROAD TO BROCK ROAD
PUBLIC INFORMATION CENTRE #2



June 22, 2016
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Markham Museum – Main Building
9350 Markham Road, Markham

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Project Team representatives by July 25, 2016.

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Avenue, 4th Floor
Toronto, Ontario, M3M 0B7
Tel: 416-235-5255
Fax: 416-235-3578
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Khaled El-Dalati, P.Eng.
Consultant Project Manager
Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario, L3R 9R9
Tel: 905-943-0505
Fax: 905-943-0400
E-mail: k.eldalati@parsons.com

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MTO Environmental Planner
Ministry of Transportation, Central Region
Environmental Section
159 Sir William Hearst Avenue, 3rd Floor
Toronto, Ontario, M3M 0B7
Tel: 416-235-6701
Fax: 416-235-3446
E-mail: larry.sarris@ontario.ca

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Consultant Environmental Planner
LGL Limited
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King City, Ontario, L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com

COMMENTS:

SHOULD BE LIGHT RAIL (ELECTRIC) FROM DAY ONE -
BEST LONG TERM TRANSIT SOLUTION.

Thank you for your participation.
Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code _____ Telephone: _____
E-mail: _____

Sowel Kang

From: [REDACTED]
Sent: Wednesday, July 20, 2016 1:49 PM
To: Sowel Kang
Subject: 407 Transitway - Kennedy to Brock - Website Comment/Request

From: [REDACTED]
E-mail: [REDACTED]@gmail.com

Question/Request: Hi when will this be built? What is the status?



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

December 20, 2016

Email [REDACTED]

Dear [REDACTED]:

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your comment received through the project website on July 20, 2016. You have inquired about the construction schedule of the 407 Transitway and its status.

Please note that we are in the Preliminary Design phase for this project and in the future a Detail Design phase will be undertaken. The construction schedule of the 407 Transitway is unknown at this point and depends on funding and demand.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in cursive script, appearing to read 'G. N. Kauffman'.

Grant N. Kauffman, M.E.S.
Senior Environmental Planner

c.c. Graham DeRose, MTO Project Manager
Sarah Merriam, MTO Senior Environmental Planner
Khaled El-Dalati, Parsons

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia



CASSELS BROCK
LAWYERS

August 15, 2016

By E-mail

LGL Limited
environmental research associates
22 Fisher Street, PO Box 280
King City, ON L7B 1A6

ruukkivi@casselsbrock.com
tel: 416.860-6613
fax: 416-640-3110
file # 49371-1

Attention: Grant Kauffman
Senior Environmental Planner

Dear Mr. Kauffman:

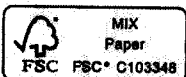
**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study, G.W.P. 13-20003
City of Markham and City of Pickering
Public Information Centre #2 Invitation**

We are the lawyers for [REDACTED]

[REDACTED] We have been retained for the purposes of assisting our clients to calculate and claim any losses they will incur as a result of the 407 Transitway project and any concomitant expropriation of rights necessary to give effect to the project. We understand that you are the contact person with respect to the Transitway project from east of Kennedy Road to east of Brock Road.

We understand that the Transitway Project is currently in the study phase which will ultimately lead to an environmental project report as part of the environmental assessment process and that planning and preliminary design work is currently being undertaken. Notice of a Public Information Centre #2 which occurred on June 22 and 23, 2016 was provided by ordinary letter mail dated June 16, 2016. We note that the notice only provided 4 to 5 business days notice without taking into account the 3 to 4 days it likely took to deliver the notice by mail. In the future, we request that you provide our clients with increased advance notice and that you do so via email and facsimile transmission to ensure that our clients have the opportunity to meaningfully prepare for and attend these sessions.

Our goal is to work with Metrolinx, the Ministry of Transportation, and your offices ("Expropriating Authority") with the hope of minimizing damages and mitigating our clients' losses to the extent that is reasonably possible. We are prepared to work with the Expropriating Authority through the design phase, as well as during the construction planning stage to work on a design and construction process that will minimize the impact on, and damage caused to, our clients' business.





CASSELS BROCK
LAWYERS

Page 2

We have had the opportunity to review the proposed route and preferred technical design with our clients. Needless to say, the preferred route has a significant present and future impact on our clients' business operations. Based on the current proposal our clients will suffer significant damages, which damages will include but not be limited to the value of the loss of property, business losses, and losses arising from injurious affection as defined in the *Expropriations Act*. The primary cause of the damages will be the significant loss of parking, which is one of the most critical elements to the operation of a high volume [REDACTED] such as [REDACTED]. It is important to note that our clients are contractually obligated under their franchise agreement with [REDACTED] to refresh and enlarge [REDACTED]. They have full plans that are about to be implemented. Our clients are about to come under substantial pressure to complete the project on an extremely tight timeline. The [REDACTED] design will be particularly impacted by the proposed route and preferred technical design.

In light of our intention and offer to work in good faith with the Expropriating Authority, we are requesting the earliest possible meeting with your team on our clients' site so that we can better understand the construction proposal, and to work with you to determine the existence of design modifications to reduce the impact of the proposal including options available to the Expropriating Authority to reduce the impact. We do understand there are design limitations due to the approved design west of Kennedy which severely limits the ability to modify the design east of Kennedy. While our clients did not get notice of the process west of Kennedy and therefore had no input, we are of the view that there are always reasonable options available to reduce impact and we expect you will be amenable to discuss these with us.

Since we anticipate that any changes required will take a significant amount of time to implement due to the complexity of this project and the number of people involved, we hope you will work with us expeditiously to accommodate an early meeting.

Yours truly,

Cassels Brock & Blackwell LLP

Ralvo Uukkivi

RU/ves

C: [REDACTED]
[REDACTED]



CASSELS BROCK
LAWYERS

September 19, 2016

Via Email

Graham DeRose
MTO Project Manager
Ministry of Transportation, Central Region
Planning & Design Section
159 Sir William Hearst Avenue, 4th floor
Toronto, ON M3M 0B7
email: graham.derose@ontario.ca

ruukkivi@casselsbrock.com
tel: 416.860.6613
fax: 416.640.3110
file # 49371-1

Khaled El-Dalati, P. Eng.
Consultant Project Manager
Parsons
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9
email: k.eldalati@parsons.com

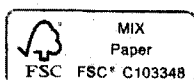
Larry Sarris, MCIP, R.P.R.
MTO Environmental Planner
Ministry of Transportation, Central Region
Environmental Section
159 Sir William Hearst Avenue, 3rd Floor
Toronto, ON M3M 0B7
email: larry.sarris@ontario.ca

Grant N. Kauffman, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
email: gkauffman@lgl.com

Dear Sirs:

**Re: 407 Transitway from east of Kennedy Road to east of Brock Road
Planning and Preliminary Design Study, G.W.P. 13-20003
City of Markham and City of Pickering
Notice of Commencement**

We are the lawyers for [REDACTED]
[REDACTED] We previously sent a letter to
Grant Kauffman at LGL Limited with respect to this matter on August 15, 2016, but have not
received a response. We are attaching that letter for your information and consideration as the
requests disclosed remain outstanding.





CASSELS BROCK
LAWYERS

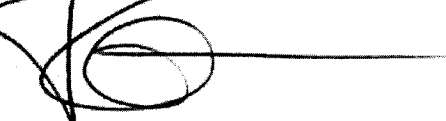
Page 2

We are now in receipt of a new notice of commencement of transit project assessment process. In addition to requesting urgent attention and response to our attached letter, we are requesting that you add both our client and the undersigned to the project mailing list.

We look forward to hearing from you as soon as possible.

Yours truly,

~~Cassels Brock~~ & Blackwell LLP



Raivo Uukkivi

RU/vs

Sowel Kang

Subject: UH#Dhwu#r#Sunf#Wdp #h#Wzq# #rxqw|#r#vz djhg#LZ RY0ChjddIG 56:36<6'

From: DeRose, Graham (MTO) [mailto:Graham.DeRose@ontario.ca]

Sent: Friday, October 28, 2016 1:38 PM

To: Uukkivi, Raivo <RUukkivi@casselsbrock.com>; Sowel Kang <skang@lgl.ca>

Cc: Grant Kauffman <gkauffman@lgl.ca>; k.eldalati@parsons.com; Sarris, Larry (MTO) <Larry.Sarris@ontario.ca>; Swettenham, Valerie <vswettenham@casselsbrock.com>; Sowel Kang <skang@lgl.com>; Garron, Gus <Gus.Garron@parsons.com>; Firmani, Adrian (MTO) <Adrian.Firmani@ontario.ca>

Subject: RE: Letter to Project Team re: [REDACTED]

Good Afternoon Raivo,

Thank you for the follow-up email.

To clarify, where the letter states "MTO will apply measures to mitigate potential damages to your client", the MTO measures include (but not limited to) negotiating property purchase, land swaps, expropriation, etc.

I hope this information helps.

Sincerely,

Graham DeRose
Project Manager
Route Planning & Transit Initiatives
Ministry of Transportation, Central Region
Tel: 416.235.5255

From: Uukkivi, Raivo [mailto:RUukkivi@casselsbrock.com]

Sent: October 28, 2016 11:39 AM

To: Sowel Kang

Cc: Grant Kauffman; DeRose, Graham (MTO); k.eldalati@parsons.com; Sarris, Larry (MTO); Swettenham, Valerie; Sowel Kang; Garron, Gus; Firmani, Adrian (MTO)

Subject: RE: Letter to Project Team re: [REDACTED]

Thank you for your note.

I confirm I have forwarded this correspondence to my clients. I note that there is no discussion of the potential land swap we had discussed. In order to discuss this letter with my client, can you please let me know whether there is there a reason this portion of the discussion has been omitted?

Thanks in advance,

Raivo



Raivo Uukkivi

Direct: +1 416 860 6613 • Fax: +1 416 640 3110 • ruukkivi@casselsbrock.com

2100 Scotia Plaza, 40 King Street West, Toronto, Ontario, M5H 3C2

www.casselsbrock.com

Services provided through a Professional Corporation

From: Sowel Kang [<mailto:skang@lgl.ca>]

Sent: Friday, October 28, 2016 11:29 AM

To: Uukkivi, Raivo

Cc: Grant Kauffman; graham.derose@ontario.ca; k.eldalati@parsons.com; larry.sarris@ontario.ca; Swettenham, Valerie; Sowel Kang; Garron, Gus; Firmani, Adrian (MTO)

Subject: RE: Letter to Project Team re: Town + Country Volkswagen [IWOV-Legal.FID2370393]

Mr. Uukkivi,

On behalf of Grant Kauffman, please see attached letter.

Kindly request you forward this letter to [REDACTED].

Thank you.

Sowel Kang, M.E.S.

Senior Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 King City, Ontario L7B 1A6

Tel: (905) 833-1244 Fax: (905) 833-1255 E-mail: skang@lgl.com

From: Grant Kauffman [<mailto:gkauffman@lgl.ca>]

Sent: Wednesday, October 5, 2016 9:35 AM

To: Uukkivi, Raivo <RUukkivi@casselsbrock.com>

Cc: graham.derose@ontario.ca; k.eldalati@parsons.com; larry.sarris@ontario.ca; Swettenham, Valerie <vswettenham@casselsbrock.com>; Sowel Kang <skang@lgl.com>; Garron, Gus <Gus.Garron@parsons.com>

Subject: RE: Letter to Project Team re: [REDACTED]

Hi Raivo:

The MTO 407 Transitway study team is available to meet at [REDACTED] on October 25. Would you like to suggest a time that is convenient for your client. Thanks.

Grant

From: Uukkivi, Raivo [<mailto:RUukkivi@casselsbrock.com>]

Sent: Friday, September 30, 2016 6:25 PM

To: Grant Kauffman <gkauffman@lgl.ca>; Swettenham, Valerie <vswettenham@casselsbrock.com>

Cc: graham.derose@ontario.ca; k.eldalati@parsons.com; larry.sarris@ontario.ca

Subject: RE: Letter to Project Team re: [REDACTED]

Hi Grant,

Thank you for your note. Would you be available to meet on any of the following dates:

October 17, 18, 19, 20, 24, 25?

If so, we suggest a site meeting at the [REDACTED] with your team to discuss how the project is expected to move forward. We have reviewed the plans against the dealerships short and long term obligations and it appears there will be quite a significant impact arising from the proposed route. However, we believe there are options which are best seen on site. In saying this, we understand generally the constraints associated with the connection to the west side of Kennedy.

We look forward to meeting you on site.

Raivo



Raivo Uukkivi

Direct: +1 416 860 6613 • Fax: +1 416 640 3110 • ruukkivi@casselsbrock.com
2100 Scotia Plaza, 40 King Street West, Toronto, Ontario, M5H 3C2

www.casselsbrock.com

Services provided through a Professional Corporation

From: Grant Kauffman [<mailto:gkauffman@lgl.ca>]

Sent: Thursday, September 22, 2016 10:41 AM

To: Swettenham, Valerie

Cc: Uukkivi, Raivo; graham.derose@ontario.ca; k.eldalati@parsons.com; larry.sarris@ontario.ca

Subject: RE: Letter to Project Team re: [REDACTED]

Hi Valerie:

Thank you for your correspondence and your continued participation in the 407 Transitway project.

The MTO study team would like to meet with your client to discuss this matter further. Can you please suggest a few dates and a location that would be convenient for a meeting and I will make the necessary arrangements.

All the best.

Grant

Grant N. Kauffman, M.E.S.
Vice President, Ontario Region
Senior Planning Ecologist
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, Canada
L7B 1A6
Tel: 905-833-1244
Fax: 905-833-1255
E-mail: gkauffman@lgl.com
URL: www.lgl.com

From: Swettenham, Valerie [<mailto:vswettenham@casselsbrock.com>]

Sent: Monday, September 19, 2016 11:15 AM

To: graham.derose@ontario.ca; k.eldalati@parsons.com; larry.sarris@ontario.ca; gkauffman@lgl.com

Cc: Uukkivi, Raivo <RUukkivi@casselsbrock.com>

Subject: Letter to Project Team re: [REDACTED]

On behalf of Raivo Uukkivi, please see the attached.

Thank you.

Kelly Lazure for:



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

October 28, 2016

Mr. Raivo Uukkivi
Cassels Brock & Blackwell LLP
2100 Scotia Plaza, 40 King Street West
Toronto, Ontario
M5H 3C2

Dear Mr. Uukkivi:

**Re: 407 Transitway from East of Kennedy Road to East of Brock Road
Planning and Preliminary Design Study, G.W.P. 13-20003
City of Markham and City of Pickering**

Thank you for your letters dated August 15, 2016 and September 19, 2016 sent on behalf of your client [REDACTED]. It was a pleasure meeting with you at [REDACTED] on October 25, 2016 in order to discuss your concerns related to the 407 Transitway project.

In the letters you indicated that your client will lose a significant number of parking spaces as a result of the proposed transitway and the required MTO 14 m setback from the property line. This loss of parking spaces may hamper your client's ability to operate a car dealership and could result in damages to your client. Your client also intends to modernize and enlarge their [REDACTED] in the near future resulting in additional concerns. You recognize that the central section of the 407 Transitway (Highway 400 to Kennedy Road) is already established and as a result, there is limited opportunity to modify the new alignment east of Kennedy Road.

As discussed at our meeting, a preliminary design of the 407 Transitway is being undertaken under the Transportation Project Assessment Process (TPAP). At the conclusion of the TPAP, an Environmental Project Report (EPR) will be submitted to the Minister of the Environment and Climate Change for review and approval. Assuming that the project is approved, MTO will develop the Detail Design of the project at a future date prior to construction. At present, the Province has not committed any funding and an implementation schedule is uncertain.

To ensure that your client's interests are addressed under the TPAP, we propose to add specific text to the EPR that will commit MTO to conduct further consultation with [REDACTED] during the future Detail Design phase, and to investigate in greater detail, possible design refinements to the 407 Transitway to avoid or minimize encroachment into the car dealership. If encroachment into the car dealership cannot be fully addressed during the Detail Design phase, MTO will apply measures to mitigate potential damages to your client. If you wish, the Project Team will be glad to provide you with this text for review and endorsement prior to submitting the EPR to the Minister.

Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

Mr. Raivo Uukkivi

Page 2

We trust that the meeting discussions have fully addressed and alleviated your concerns. Feel free to contact me if you wish to discuss this matter any further.

Yours sincerely,

LGL Limited



Grant N. Kauffman, M.E.S.
Consultant Environmental Planner

c.c. Jim Cochrane, President, Town + Country Volkswagen
Kai Dombrowski, General Manager, Town + Country Volkswagen
Graham DeRose, Project Manager, Ministry of Transportation
Larry Sarris, Environmental Planner, Ministry of Transportation
Adrian Firmani, Transportation Planner, Ministry of Transportation
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